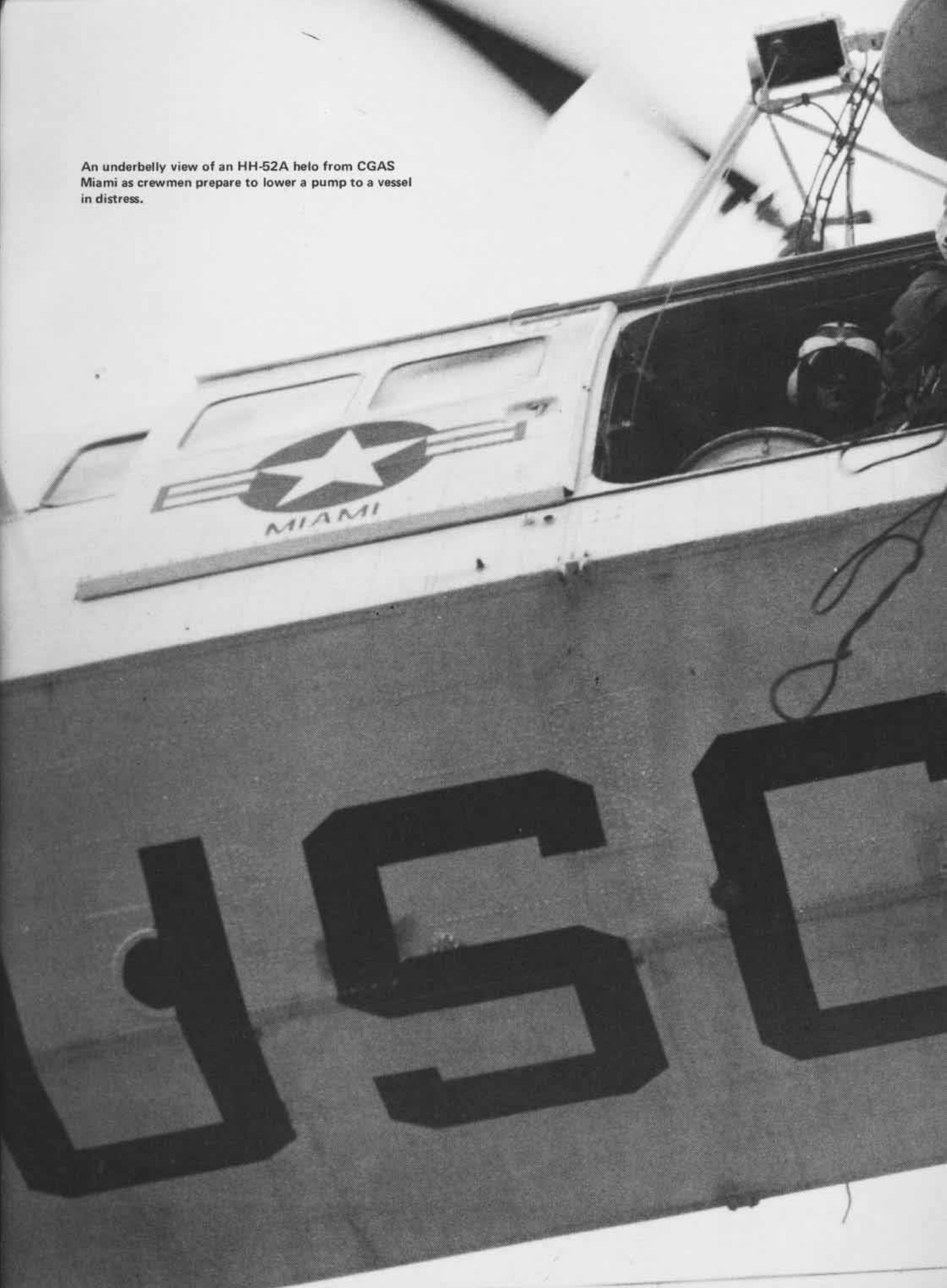


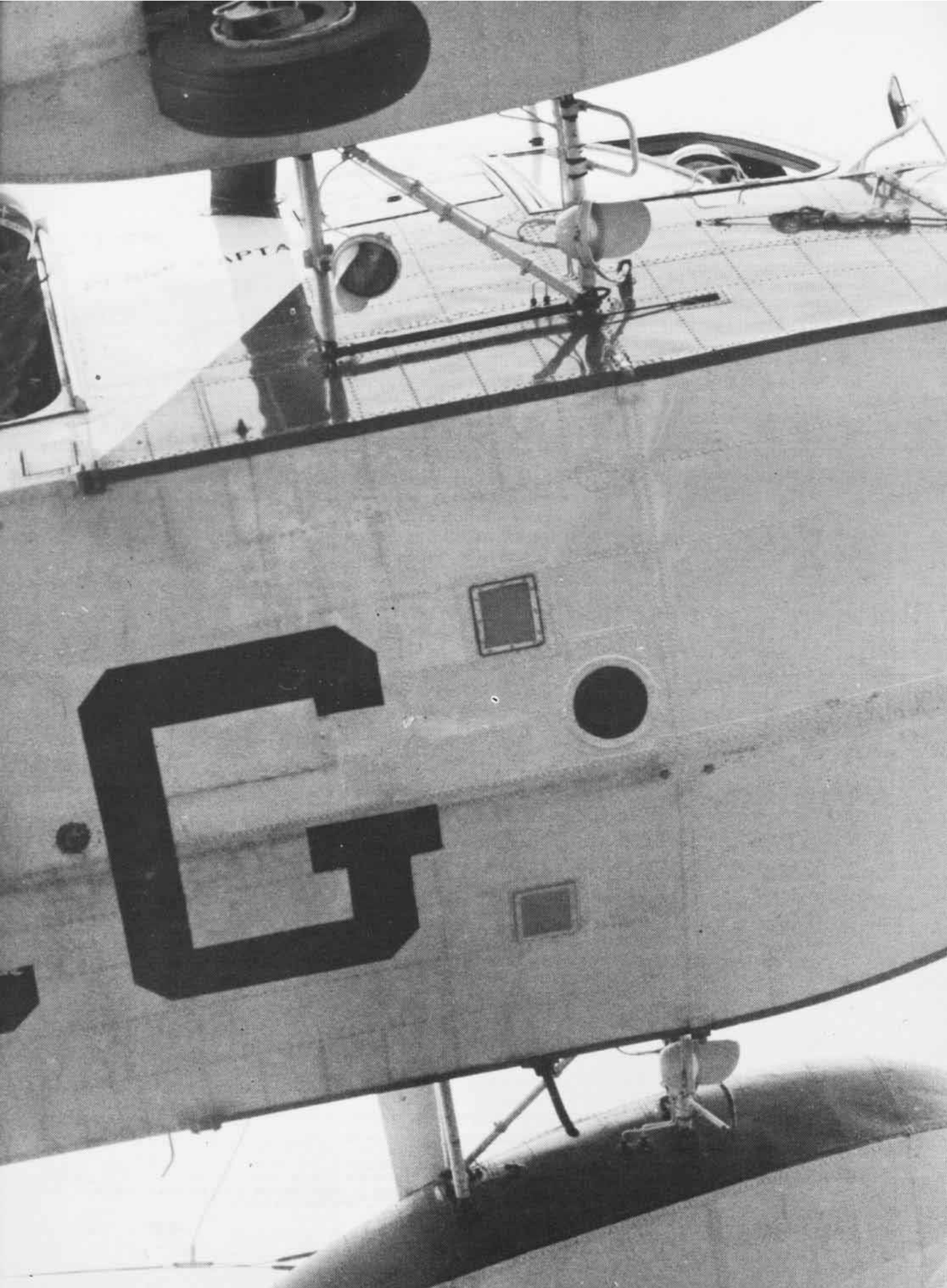
NAVAL AVIATION news



april 1981

An underbelly view of an HH-52A helo from CGAS Miami as crewmen prepare to lower a pump to a vessel in distress.





naval aviation news

Sixty-Third Year of Publication

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COVERS — Front, water survival — cool-headed execution of familiar, tried and true procedures. Back, a *Sea Knight* of HC-16 makes a rescue at sea.

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From the EDITOR'S NOTEBOOK

Taking Things for Granted

For most people, a flight across the Atlantic in the 1980s is at best an exercise in boredom or at worst a prelude to stiff limbs and jet lag on arrival.

Virtually no one considers such a flight hazardous. If a frown of concern should appear on the brow of today's intrepid transatlantic adventurer, one can be reasonably certain that it is occasioned by nothing more serious than a poor choice of entrees on the menu or something less than a first run movie in the first class section. As he sits comfortably in the pressurized cabin at 35,000 feet sipping his second martini, it is indeed difficult to imagine why there was so much fuss over a transatlantic flight in the early part of this century.

Most Americans will declare with the utmost conviction that Charles Lindbergh was the first to accomplish the feat in 1927. A few history buffs will smile smugly and point out that the Navy's NC-4 was really the first to make the crossing eight years before. But almost no one gives much attention to earlier efforts by men who were no less dedicated to the dream.

One such serious project was launched in 1913. Bankrolled by department store owner Rodman Wanamaker, Glenn H. Curtiss was asked to design a plane specifically for the task at hand. The result was a twin engine flying boat biplane which was christened *America* and launched on June 21, 1914, at Hammondsport, N.Y.

John Cyril Porte, RN(Ret.), was engaged as pilot while Lt. John Towers was to be the copilot. Unfortunately, Towers was called away during the Mexican crisis of 1914 and a Curtiss employee, George Hallet, was chosen as copilot/mechanic for the flight.

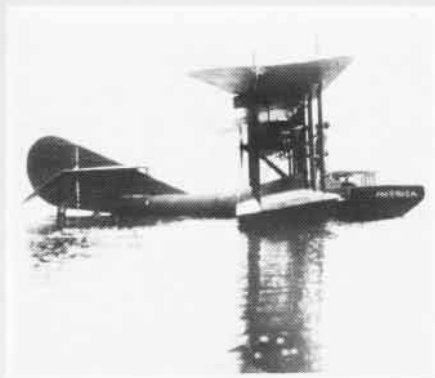
America was a very advanced machine for its day but its instrumentation and navigation equipment can only be described as primitive by today's standards. In addition to a magnetic compass and a standard sextant, the plane was to have an anemometer, a crude drift instrument and an inclinometer which was no more than fluid in a sealed glass to determine the "dip and tilt of the aeroplane." An aneroid barometer was to be one method of determining height above water but the use of a plumb line at low altitude was also considered, according to Dr. Albert F. Zahm, then of the Smithsonian Institution. Because of the weight factor, *America* would carry no radio but it was planned that ships would communicate by signal flags while the aircraft would release carrier pigeons if necessary.

In 1914, spark plugs left something to be desired and could be expected to foul after two or three hours of flight. Hallet, therefore, developed a method for changing plugs in the air. He would simply climb out on a wing, jam open a valve with a special tool he had designed and replace the offending plug. It was all very well planned.

Unfortunately, as Curtiss was making final modifications to the plane and readying it for the transatlantic flight, World War I broke out in Europe. The attempt was cancelled for the time being and Porte returned to active duty in England. There he used his influence to persuade the British Admiralty to buy *America* and a sister ship for patrol aircraft.

Curtiss did not abandon his dream and later joined forces with the U.S. Navy to design the NC flying boats, one of which finally made the first transatlantic crossing in May 1919.

So, on your next vacation trip to Europe, sit back and drink a toast to the early pioneers who had the determination (and the nerve) to make it all possible.



Curtiss-Wanamaker transatlantic
flying boat America.



DID YOU KNOW?

Helicopter Improvement Program

U.S. Navy/Marine Corps H-46 helicopters will soon be part of an eight-year helicopter improvement program, known as the safety, reliability and maintainability program. Under a contract awarded to Boeing Vertol Company, it will extend the effective service life of HH-46A, H-46D and CH-46E helicopters through the 1990s at greatly reduced operating costs.



Improvements will include 29 individual changes, each of which will be part of an aircraft retrofit kit. The most significant changes are complete aircraft rewiring to current state-of-the-art technology, an advanced flight control system and a redesigned combining transmission. During the program, 368 modification kits will be built, which will be installed by the Navy at rework facilities in San Diego, Calif., and Cherry Point, N.C.

The first phase of the program involves design, development and prototype testing. The production phase is scheduled to begin in the first quarter of 1984, with delivery of the first production kit to the Navy in mid-1985.

Nimbus 6 Tracks Rowboat

NASA's *Nimbus 6* spacecraft, which was launched in June 1975, is tracking a rowboat which left the West Coast of the United States in November bound for Australia. Peter Bird, a London photographer, is rowing the *Britannia II* and expects to reach Brisbane, Australia, in 9 to 12 months.

The rowboat is carrying a space agency locator beacon, the same type of transmitter used on various data collection platforms on lakes, drifting buoys

and other remote locations to measure, in conjunction with *Nimbus 6*, such factors as water level or tracking ocean currents. One of *Nimbus 6*'s nine weather and environmental monitoring instruments acquires data from about 130 buoys, icebergs and other platforms around the world.

Britannia II is carrying the same type transmitter used with *Nimbus 6* to track an Atlantic two-man balloon crossing, an Egyptian desert expedition and a Japanese explorer's trek from Canada to the North Pole and down the length of Greenland, in 1978. Beacon data for all these activities were transmitted to NASA's Goddard Space Flight Center in Greenbelt, Md., computed and then returned to users as pinpoint locations.

Britannia II is 35 feet long and was designed for Royal Navy rescue missions. Self-bailing and self-righting, the boat brought Bird and another Briton, Derek King, across the Atlantic in 1974.

Note: Peter Bird's quest to row to Australia ended February 26 when gale force winds smashed his boat off the Hawaiian Island of Maui. He was not injured.

Fiberglass Rotor Blades

A program which involves replacing the metal rotor blades of H-46 helicopters with fiberglass rotor blades has significantly improved the *Sea Knight's* combat readiness.

Before the introduction of the fiberglass blades in 1980, Marine helicopter mechanics were regularly confronted with the time-consuming job of replacing or repairing metal blades whose failure was unpredictable. This sometimes made



it difficult for CH-46 squadrons to meet their operational commitments.

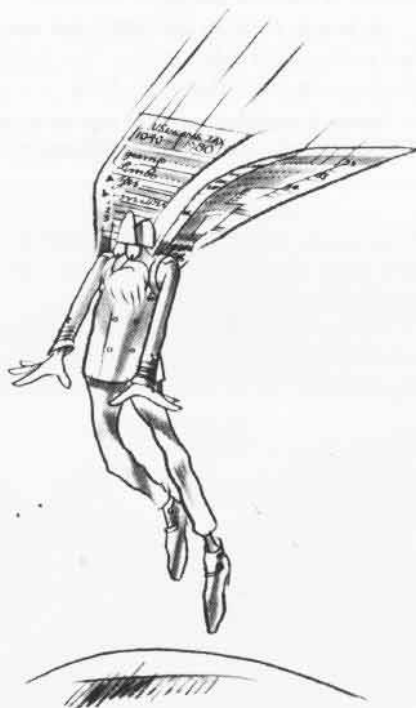
In 1979, one CH-46 squadron, deployed to the Mediterranean, had to remove 78 metal blades which could not be repaired on the ship. The new fiberglass blades have greatly improved this situation. They cost about the same to manufacture, but savings in repair and replacement costs are substantial.



GRAMPAW PETTIBONE

A Knight on the Beach

While providing airborne SAR alert services on October 31, 1979, the Naval Air Station, Patuxent River SAR crew conducted a doppler hover practice rescue in Chesapeake Bay 15 miles south of the air station. With the copilot Marine Captain Dan Price at the controls, the helicopter was trimmed out for a 50-foot hover when the No. 2 engine experienced a sudden and complete loss of power due to failure of the engine-driven fuel pump. The heavy SAR-mission-configured HH-46A *Sea Knight* was above single-engine weight and quickly settled into the water. Seconds before the aircraft impacted the water, the pilot, Lieutenant Commander Bob Sloan, took control of the aircraft and transitioned for a water landing. Capt.



with the rescue hoist cable to prevent the rising tide from floating the helicopter away.

The beached helicopter was retrieved with the help of a Fort Eustis Army CH-47C *Chinook* and returned safely to NAS Patuxent River some 22 hours after the incident.



Grampaw Pettibone says:

Holy hats off to this host of helicopter hot shots! Some of you may recall this incident from an article, "The Smooth One," in the September 1980 issue of *Approach* magazine. The old Sage of Safety was very much impressed with this crew and felt their story deserved to be retold. It is often said that we in the Monday morning quarterbacking business are frequently too quick to criticize and too slow to praise. Gramps heartily seconds the well done from *Approach* and applauds the professional skill and airmanship, seamanship and ingenious gamesmanship displayed by this crew. Thanks to their effort, this bird was back in the air after only 100 man-hours spent in fresh water washdown, flushing the fishes out of the bilge and changing the No. 2 engine.

It's a real pleasure to do business with professionals!

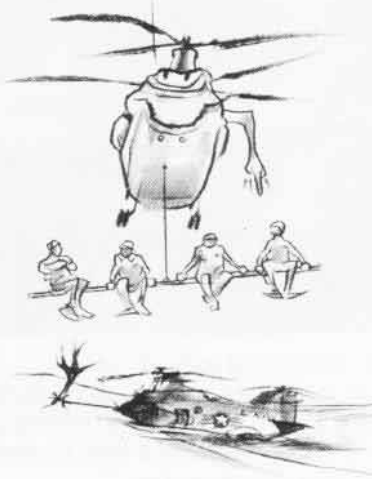
"Know When to Go"

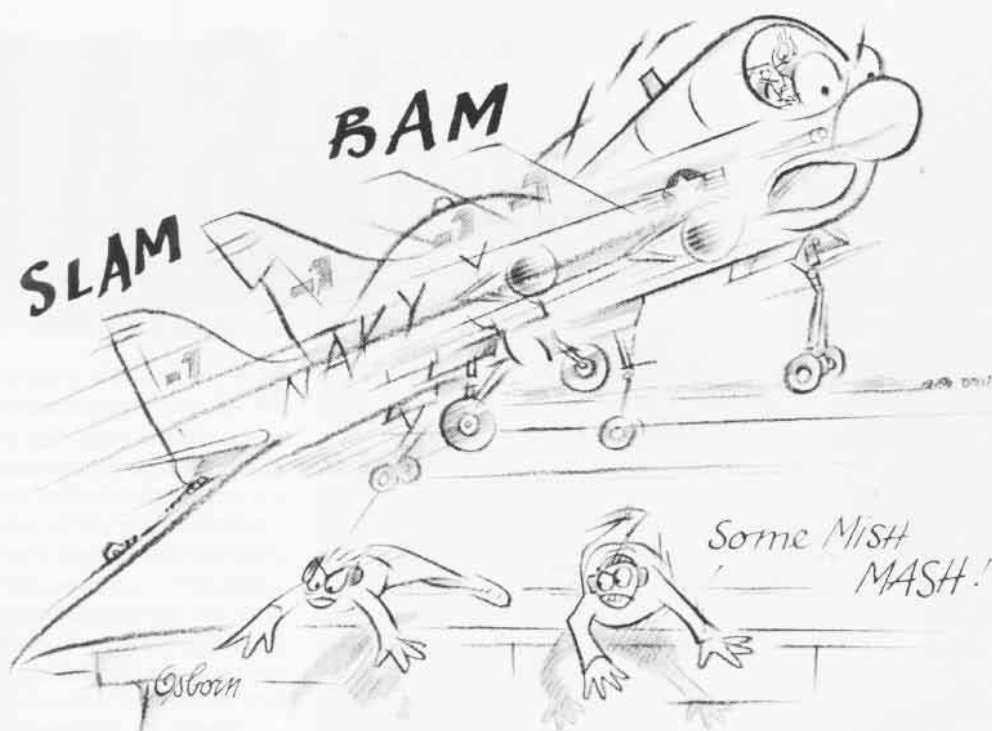
The A-7E *Corsair* pilot's night carrier approach was terminated at two miles from the ship due to lack of aircraft approach lights. The pilot flew along the port side of the ship for a positive landing gear check (SOP), was

Price started the auxiliary power plant and switched to the emergency UHF antenna. Crew chief AT2 Thomas Carpenter and swimmer ADAN Mark Gallagher quickly ensured watertight integrity and readied emergency equipment.

Due to the aircraft's weight and the proximity of the helicopter to the beach line, about three miles away, LCdr. Sloan made the decision to water-taxi to the beach. En route, there were several engine restart attempts, without success, and a mayday report was made. As the helicopter approached the beach, LCdr. Sloan activated the emergency throttle to get maximum power from the No. 1 engine and taxied the helicopter as far as possible up the beach. Normal shutdown followed, and the crew safely exited the aircraft. The crew then secured the helicopter to a tree

Believe me, real
PROS!





sent to the overhead tanking pattern and then radar vectored to his next approach. At two and one-half miles, the LSO, still seeing no approach lights, requested the pilot to switch to the "day" lights position. Approach lights were illuminated and the approach continued. At one mile from the carrier, the aircraft was observed to be "high" (above the glideslope). The LSO instructed the pilot to "start working it down nice and easy." The aircraft continued to parallel the glideslope, still holding high. At 20 seconds (approximately .75 mile) from touchdown, the LSO gave a second "You're high" call. With this, the pilot increased his rate of descent. "Catch it in the middle with power," called the LSO as it appeared the aircraft might now pass through and go below the glideslope. The pilot responded with power and the aircraft went back above the glideslope. At 10 seconds from touchdown (approximately .25 mile), a third "You're high" call was given. At six seconds, the LSO called, "Keep it coming down." Just inside the wave-off point, prior to touchdown, the pilot lowered the aircraft's nose attitude and reduced power. Observing this, the LSO commanded,

"A little power . . . Power, power, power, wave it off, wave it off, waveofffff!" The pilot, responding with power and nose-up attitude, was unable to arrest the excessive sink rate, and the aircraft collided with the ramp! The main landing gear slammed down four feet forward of the ramp line with the tail hook impacting seven and one-half feet short of the landing area. The hook bounced and struck the ramp area once more as the aircraft continued forward in an extremely nose-high attitude. The hook skipped the first three arresting cables but engaged the #4 arresting wire. After 178 feet of rollout, the hook point separated from the shaft, leaving the aircraft to trundle up the deck. The aircraft left the angle in a very cocked-up climbing attitude. Two seconds later, the pilot ejected. He landed back on the flight deck, striking the raised wing of an A-7, was dragged aft by his chute, and was rescued immediately by the flight deck crew.



Grampaw Pettibone says:

Great jumpin' Jehoshaphat! A ramp strike will ruin your whole day and, as in this case, could play havoc

with the better part of the evening hours also.

This pilot obviously had a strong desire to get aboard — and he did! However, not in a fashion conducive to longevity.

This incident brings to mind an early 1960 safety poster with a photo of a ramp-strike F-8 Crusader sliding off the angle, nose low, the pilot in the ejection seat above the aircraft. The poster was entitled, "Know when to go, then go!"

Although old Gramps is not really turned on with the start of this landing, I certainly can't fault this young lad's decision to "go" following his impact with the ramp — quickly followed by aircraft deceleration and subsequent hook failure, even though the aircraft remained airborne for almost 14 minutes following ejection. Gramps knows for a fact that more than one unfortunate ramp striker credits that very poster with saving his skin.

Wish someone would draft a poster on staying off the ramp. Old Singed Whiskers is running out of advice concerning the hazards of landing short, particularly on steel decks with square ends.



Navy

SAR

By Captain Dick Knott

Navy men and women deserve the very best when it comes to rescue at sea." Navy Search and Rescue Model Manager, Lieutenant Commander Charles T. Fowinkle is emphatic on that point, and he adds that with a whole new package of equipment, standardization, and a comprehensive training program, the Navy SAR community is forging ahead to ensure that it provides just that kind of service — the very best!

Fowinkle, sometimes known as "the SAR Czar," conducts his activities from Helicopter Combat Support Squadron Sixteen (HC-16) based at NAS Pensacola. Operating HH-46A *Sea Knights* and UH-1N *Iroquois* helicopters, HC-16 is a logical focal point for the Navy's SAR program. Established in November 1974 from the old Pensacola Search and Rescue Detachment, HC-16 was the Navy's first noncombat SAR squadron. Today, under the command of Commander Roland B. Beougher, it provides SAR coverage for the Pensacola training complex, including SAR support for USS *Lexington*; SAR services for Atlantic Fleet ships operating in the Gulf of Mexico, Caribbean and Atlantic fleet operating areas; and training of fleet replacement pilots, crewmen and maintenance personnel.

During 1980, the squadron flew over 1,900 hours in support of U.S. Navy ships in its area of responsibility. In April and May of that year, aircraft and personnel from the squadron operated in the Indian Ocean with the carriers *Eisenhower* and *Nimitz*. HC-16 helos were also involved in the Cuban refugee opera-



Rescue Swimmer brings injured survivor aboard helo.

tion and responded to a number of other non-Navy calls for assistance. Since it came into being in 1974, the squadron has been instrumental in saving hundreds of lives.

HC-16 maintains an all-weather alert, 24 hours a day, 365 days a year. Squadron activities run across a spectrum of rescue situations from pickup of downed Naval Aviators to medical evacuations from ships at sea.

The basic Navy SAR mission is to provide search and rescue services for all Navy forces. But Navy SAR crews also assist other SAR agencies when called upon on a not-to-interface basis. Although attached to HC-16, the SAR Model Manager has responsibilities which extend to search and rescue activities throughout the Navy. He is charged with supervising the design and continuous upgrading of the Navy SAR program involving a wide range of initiatives from policy recommendations to training to design and evaluation of rescue equipment.

Effective search and rescue requires that everyone pull together, and the key to success in this regard is standardization. One of the more notable achievements of the SAR Model Manager and his staff has been the publication of a comprehensive Navy Search and Rescue Manual (NWP 37-1). A full year in preparation, this manual provides detailed guidance to units assigned SAR responsibilities and should go a long way to save lives which might otherwise be lost through confusion and lack of coordination.

As a follow-on to this manual, LCdr. Fowinkle and his staff have also recently published the Search and

Rescue Tactical Airborne Information Document (TACAID). A pocket-sized book, it is designed for quick reference in a field where the SAR manual might be too cumbersome to carry around.

Procuring the best possible search and rescue equipment is another important part of the SAR Czar's job. Some time ago a rescue swimmer was lowered into the water from a hovering helo to save a downed aviator, only to find that his quick ejection snap was incompatible with the gafed D-ring on the pilot's torso harness. Since then, a great deal of effort has gone into insuring that such problems will not arise again in Navy search and rescue operations. All Navy SAR equipment is meticulously tested and evaluated before being approved and installed in SAR aircraft. Along these lines, the SAR Model Manager's staff has designed a new rescue swimmer's harness with standardized lifting devices, a safety release device between swimmer and survivor, and improved adjustment features.

Other recent innovations from the SAR Czar's office include chemical lights on rescue equipment, a multiple rescue basket, an improved wet suit ensemble and a new flotation vest for rescue swimmers, a floating Stokes litter, and a SAR aircraft medical kit to provide basic life support for injured survivors.

A mandatory inspection cycle for survival equipment aboard aircraft is another important initiative of the SAR Model Manager. Previously, aircrewmembers were not required to maintain their equipment, although many did so out of prudence. The new

inspection system should go a long way to eliminate rescue equipment failures.

But Fowinkle and his team are quick to point out they do not have a monopoly on ideas. If a squadron or operating unit has a solution to a particular SAR problem or a way to make a piece of equipment work better, it submits an Action Item to the SAR Model Manager. His staff, in turn, researches the idea and prepares a report which is submitted to a SAR conference attended by representatives of the military services and other major SAR activities nationwide. The conferees study each proposal and, if it is approved, take the necessary steps toward implementation by their agencies.

Fleet squadrons also supply the Model Manager with a continuous flow of Rescue Reports. These are detailed recaps of actual SAR operations. The SAR Model Manager analyzes these reports and feeds statistical information into a computer. The information compiled helps to establish trends and provides a comprehensive data base from which to make major policy determinations.

Finally, the SAR Model Manager monitors an evaluation program. Two teams from AirLant and one from AirPac make periodic visits to squadrons with SAR responsibilities to determine how well the system is working and to offer recommendations for improvement. From the information thus gathered, the SAR Model Manager and his staff can make adjustments and modifications which will keep the Navy SAR program honed to a fine edge of excellence.

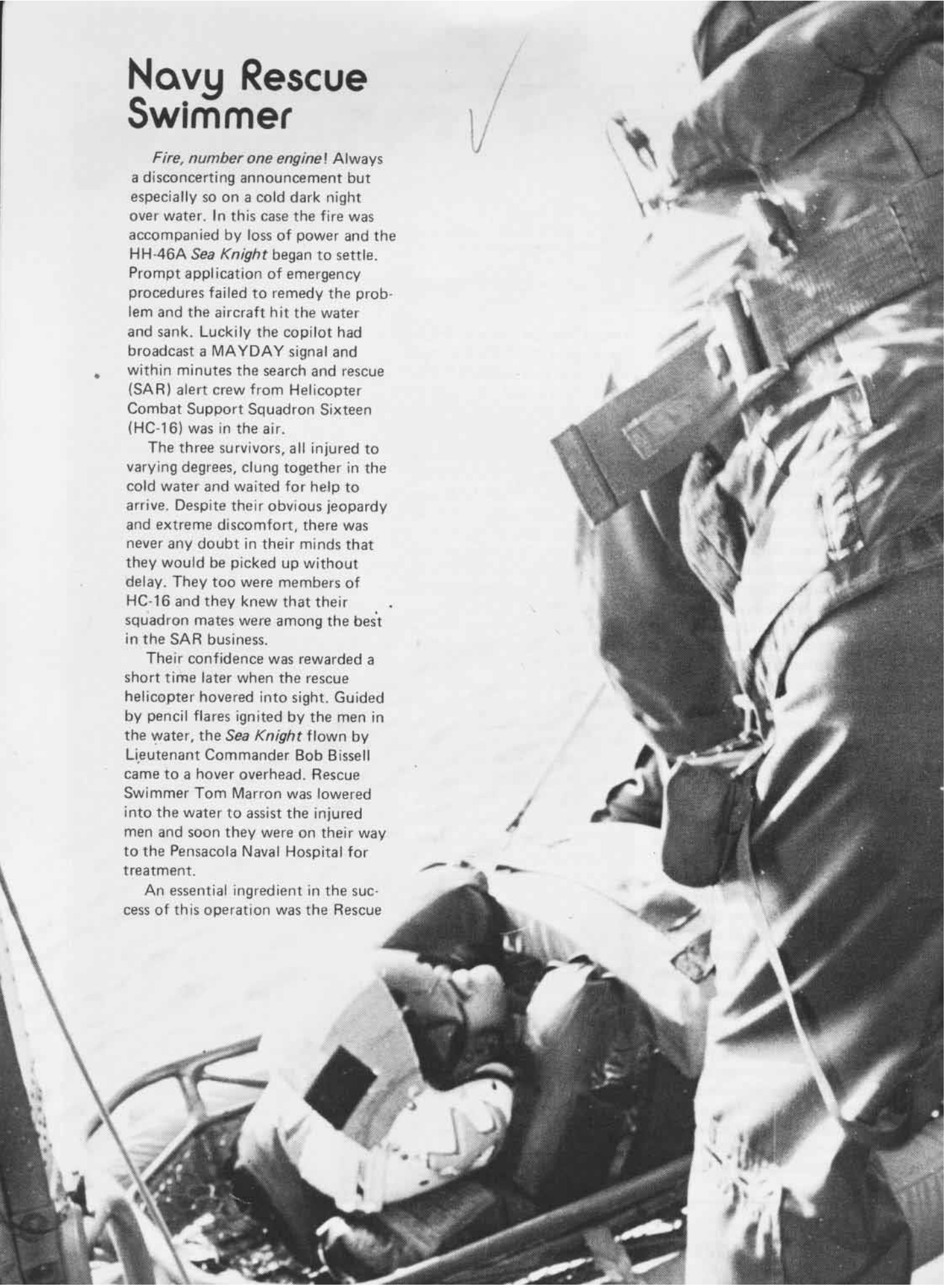
Navy Rescue Swimmer

Fire, number one engine! Always a disconcerting announcement but especially so on a cold dark night over water. In this case the fire was accompanied by loss of power and the HH-46A *Sea Knight* began to settle. Prompt application of emergency procedures failed to remedy the problem and the aircraft hit the water and sank. Luckily the copilot had broadcast a MAYDAY signal and within minutes the search and rescue (SAR) alert crew from Helicopter Combat Support Squadron Sixteen (HC-16) was in the air.

The three survivors, all injured to varying degrees, clung together in the cold water and waited for help to arrive. Despite their obvious jeopardy and extreme discomfort, there was never any doubt in their minds that they would be picked up without delay. They too were members of HC-16 and they knew that their squadron mates were among the best in the SAR business.

Their confidence was rewarded a short time later when the rescue helicopter hovered into sight. Guided by pencil flares ignited by the men in the water, the *Sea Knight* flown by Lieutenant Commander Bob Bissell came to a hover overhead. Rescue Swimmer Tom Marron was lowered into the water to assist the injured men and soon they were on their way to the Pensacola Naval Hospital for treatment.

An essential ingredient in the success of this operation was the Rescue



Swimmer. Very often, pilots and aircrewmen who have ejected from a stricken aircraft or have ditched in the open sea are badly injured and sometimes unconscious. When this happens, a swimmer must enter the water and secure the survivor to himself or strap him into a litter so he can be hoisted aboard the helicopter.

Those who *choose* to do this kind of work are half man, half fish and dedicated to the rescue mission. All are volunteers, members of an elite corps of Navy men whose primary job is saving lives. It is a job which provides considerable personal satisfaction to the individual, and a concept which has paid handsome returns to the Navy in both human and monetary terms.

A Rescue Swimmer is someone who has been specially selected for this duty on the basis of motivation, previous performance and rigid physical qualifications. And before he can begin rescue swimmer training he must be a recent graduate of the Naval Aircrewman Candidate School.

A Rescue Swimmer trainee must successfully complete a CNO-approved Rescue Swimmers School and demonstrate proficiency in a number of specific rescue techniques to exacting standards. He must be well versed in first aid procedures and maintain a current certification in cardiopulmonary resuscitation. And once he has done all this, he must maintain his proficiency, undergo additional water training and requalify annually by practical evaluation and examination. To top it all off, he is expected to work in his rate and compete with everyone else for promotion in that specialty.

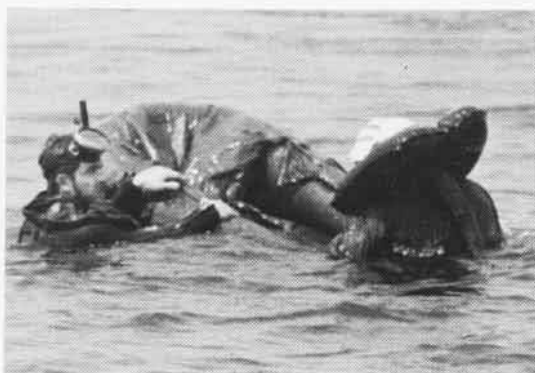
Chief Aviation Machinist's Mate W. A. Nalley of the SAR Model Manager's staff is responsible for keeping the rescue swimmer program on track. "We have no difficulty recruiting people into this program," says Nalley. "And we get the Navy's best people, top performers, who are competent and confident, and take great pride in anything they do. When you're out there in the water, injured and waiting to be picked up, it helps to know that."



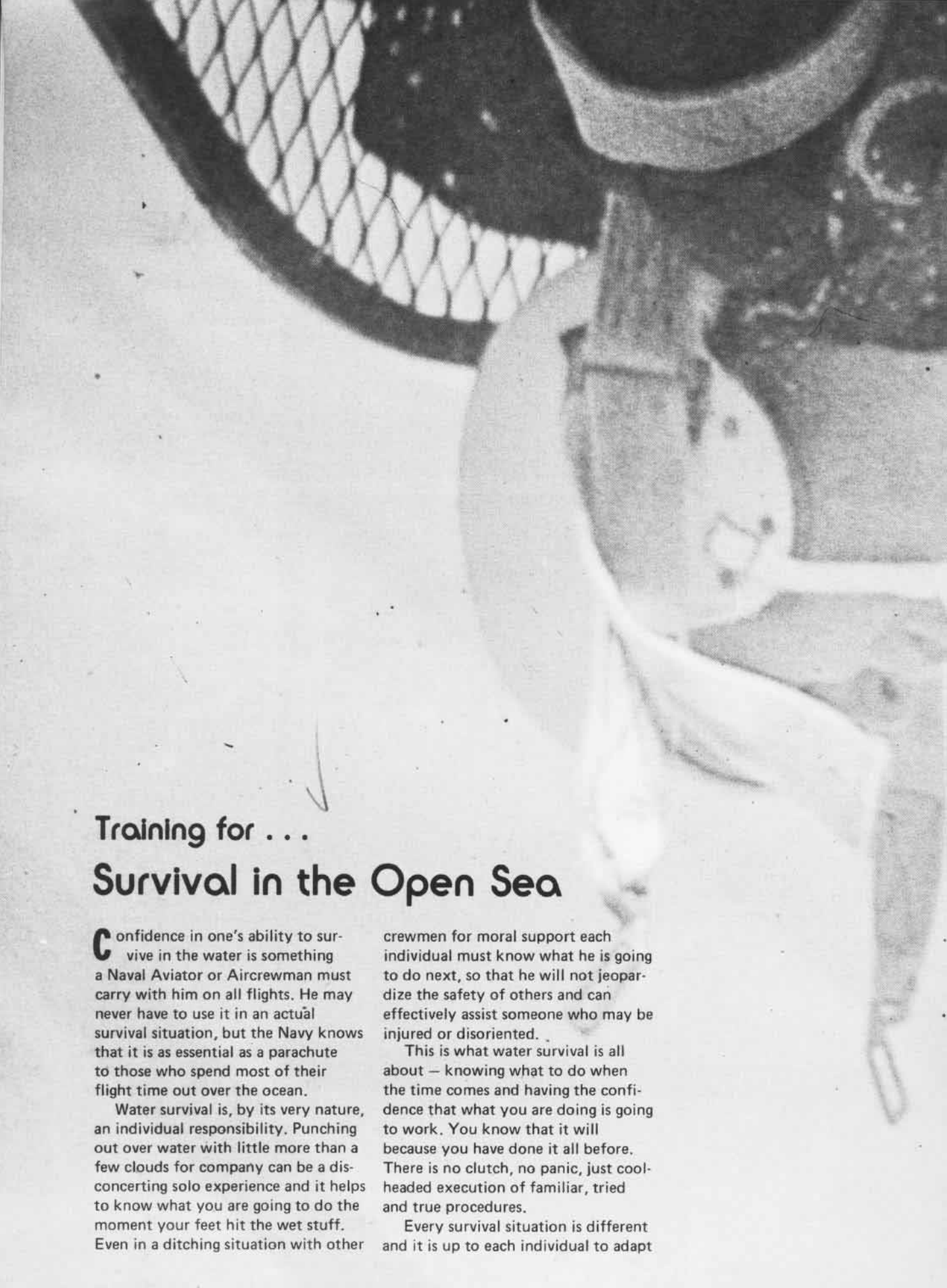
Navy Rescue Swimmer prepares to enter the water from a rescue helo.



Over the side.



Swimmer aids a downed pilot.



Training for . . .

Survival in the Open Sea


Confidence in one's ability to survive in the water is something a Naval Aviator or Aircrewman must carry with him on all flights. He may never have to use it in an actual survival situation, but the Navy knows that it is as essential as a parachute to those who spend most of their flight time out over the ocean.

Water survival is, by its very nature, an individual responsibility. Punching out over water with little more than a few clouds for company can be a disconcerting solo experience and it helps to know what you are going to do the moment your feet hit the wet stuff. Even in a ditching situation with other

crewmen for moral support each individual must know what he is going to do next, so that he will not jeopardize the safety of others and can effectively assist someone who may be injured or disoriented.

This is what water survival is all about — knowing what to do when the time comes and having the confidence that what you are doing is going to work. You know that it will because you have done it all before. There is no clutch, no panic, just cool-headed execution of familiar, tried and true procedures.

Every survival situation is different and it is up to each individual to adapt



Student Naval Aviator is introduced
to the Dilbert Dunker.

his training to the problem at hand. The water may be warm or cold, wind may be light or strong, the incident may occur during daylight or darkness and the individual may be alone or in company with others. Such things as parachute entanglement, burning fuel on the water or damaged equipment may complicate the situation and there is always the possibility of injury. Rescue may be minutes, hours, or even days away.

No one can predict the exact scenario but there are basic techniques which, if practiced under supervision and properly understood, will enable the survivor to cope with a large number of possibilities. The Naval Aviation Water Survival Training Program is designed to provide aviation personnel with the knowledge and experience to survive in a hostile ocean environment — a do-it-yourself survival capability, so to speak.

There are nine major approved water survival training sites in the Navy. The efforts of all of these schools are coordinated through the Naval Aviation Water Survival Training Model Manager located in Pensacola. This officer supervises the establishment of a curriculum and trains all water survival instructors in three classes per year, each having 15 to 20 students. He also directs extensive water survival training activities conducted at Pensacola for all Naval Aviators and about 70 percent of Navy enlisted aircrewmembers.

Besides the instructor course, there are three other curricula taught as part of the Naval Aviation Survival Training Program. The Initial Course is designed for those entering aviation while the Refresher Course is given to those being reassigned to flying billets. A third Deep Water Survival Course is provided to all new trainees and to follow-on groups during every other refresher period. It acquaints aviators and aircrewmembers with survival experience in open sea situations with as much realism as possible. Altogether, these courses are designed to provide aviation personnel with:

- Confidence to perform with cool competence.
- Basic swimming skills to survive in open water.
- Familiarity with available survival equipment.
- Procedures for a number of water survival scenarios.
- Actual experience with near-real survival situations.

The training methods employed in this program are imaginative and effective and include some unusual training devices. One of these is the Parachute Drop and Disentanglement Trainer which suspends a trainee clad in full flight gear above the water to simulate descent. It then drops him unceremoniously into the pool where he quickly divests himself of his parachute to avoid entanglement. Here the trainee learns to always back away from the chute into the wind or current. And, if he becomes entangled, he quickly discovers that it is best not to thrash about but to extricate himself with slow deliberate movements. A Parachute Drag Trainer teaches the student how to control a billowing chute with the risers, to roll onto his back with his head out of the water, to stabilize himself as he is being dragged, by spreading his legs, and to release himself expeditiously from the harness.

In an actual ejection into turbulent water near the carrier or in the case of a ditching, an aircrew member could be forced under water for a short time. In such an instance, the bailout bottle and oxygen mask can provide several minutes of breathing until he can reach the surface. The Underwater Breathing Trainer gives the trainee experience in dealing with this situation.

A helicopter hoist complete with simulated rotor downwash provides practice in helo rescue procedures — from the survivor's perspective.

It seems safe to say that almost every Naval Aviator remembers his first experience with the lovable old Dilbert Dunker. He can recall that ride down the incline, the cockpit turning over in the water and the struggle to

free himself while outfitted in full gear and parachute. After the initial shock it was fun — sort of. Well, now there is a new twist to confound a new generation of Naval Aviators. Added to the problem is an inflated life jacket to simulate the new one worn by all Navy tactical aircrewmembers. This jacket will automatically inflate when it is immersed in salt water. It's no easy trick to get out of an inverted cockpit under water with an inflated life jacket but the Dilbert Dunker teaches aviators that it can be done.

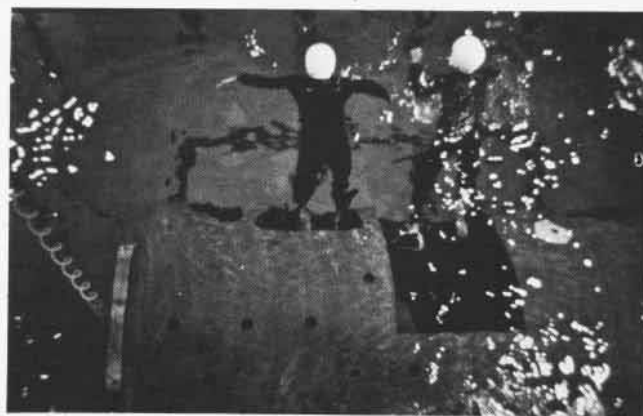
A training innovation which is an offshoot of the Dilbert Dunker idea is the Multi-Station Underwater Egress Trainer. This large cylindrical, fuselage-like device is a relatively recent addition to water survival training at Pensacola and is used to simulate ditching situations in multiplace aircraft. When submerged in the pool, it can be rolled left or right up to 180 degrees or stopped in any intermediate position. Six blindfolded trainees strapped inside must then release themselves from their seats and find their way to the surface. It is very realistic and a new version of this trainer will even be able to simulate the hatches and release mechanisms of specific multiplace aircraft including helicopters. The improved version will shortly go into operation at Naval Air Stations, Norfolk, Jacksonville and Miramar and Marine Corps Air Station, Cherry Point.

One basic goal of the Naval Aviation Water Survival Training Program is to provide maximum realism. In keeping with this idea, overwater parasail instruction is under development for incorporation into the deep-water survival course in the near future. It will provide each aircrew member an opportunity to make an actual parachute descent into open water. He will be towed aloft to five or six hundred feet where he will descend to the water, deploy his survival equipment and be picked up by a helicopter. During this time, the trainee will experience a wide range of survival problems which might be encountered under actual conditions.



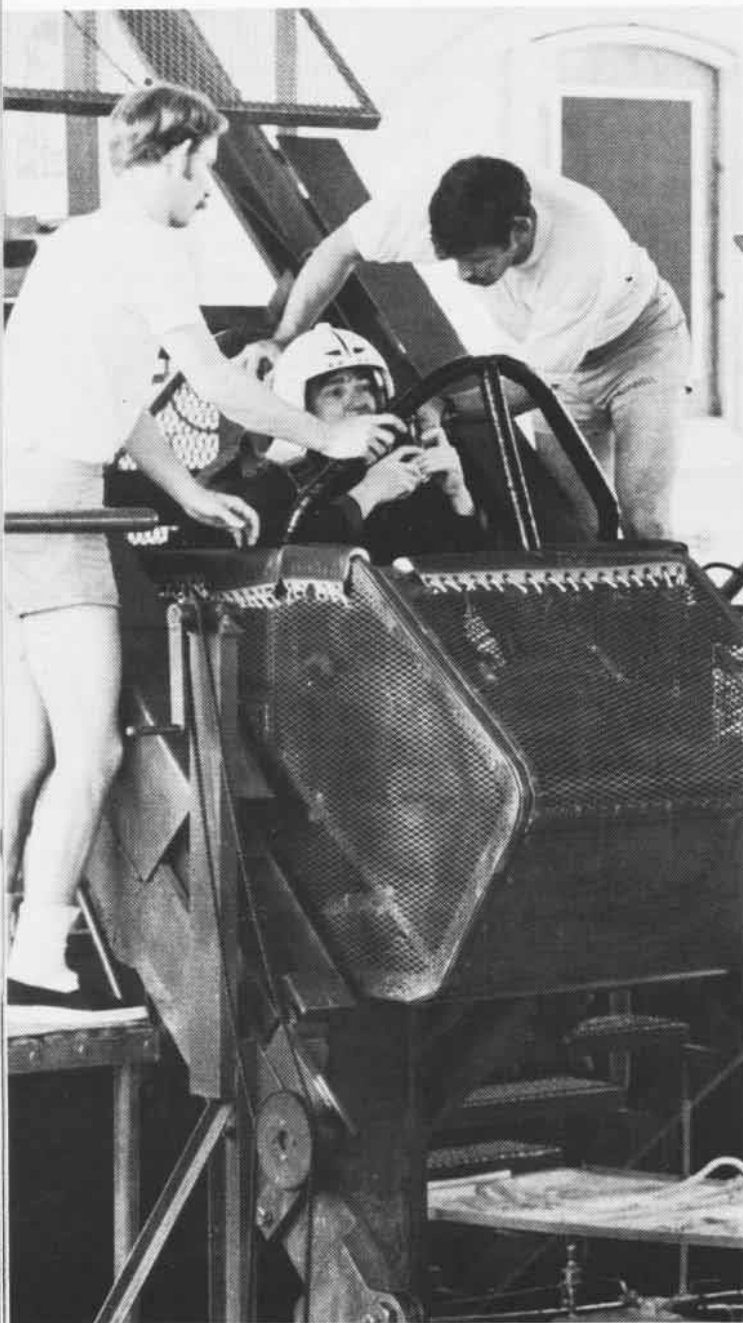
Left, preparing for a ride down the rails in the Dunker. Below, entanglement in shroud lines is an ever present hazard. Bottom, students make their escape from the Multi-Station Underwater Egress Trainer.

Commander Ralph Gaither, the current director of Water Survival Training, is also an accomplished swimmer and diver who spends most of his off-duty hours fishing, boating and engaging in underwater exploration. A former prisoner of war, Cdr. Gaither was flying off *Independence* in October 1965 when his F-4 *Phantom* was downed over North Vietnam by antiaircraft fire. He spent seven years and four months as a guest of the North Vietnamese. By the time he returned to the United States in 1973, he had encountered a number of survival situations. As a result of his experiences, he has developed a special interest in survival in general and has oriented his naval career in this direction. Gaither says that "the ultimate goal of the water survival program is to provide all Naval Aviators and Aircrewmembers with knowledge and experience they need to stay alive should they go down at sea." He believes that survival boils down to a matter of attitude. "If you know you can do it," he says, "the chances are very good that you will."



SECNAV Gets His Qual

Secretary of the Navy
John F. Lehman, Jr., is no stranger to
Naval Aviation.



The Secretary of the Navy is a man who likes to operate on firsthand information. To get it, he is not hesitant to go directly to the source, the people at the operating level, officer and enlisted, who make the Navy run. Whenever he can, he likes to put himself into their shoes to get a better understanding of their perspectives.

This comes easily to John F. Lehman, Jr., who is hardly a newcomer to the Navy or to Naval Aviation in particular. He was appointed Ensign, USNR, in January 1968 and currently holds the rank of Lieutenant Commander. A designated Naval Flight Officer (bombardier-navigator), he has most recently served with Medium Attack Wing One, NAS Oceana.

Secretary Lehman recently flew to NAS Pensacola in the right seat of an A-6 to have a look at the current state of Naval Aviation training. He liked what he saw — "improved morale, a desire to get the most out of the training experience and a willingness to set and adhere to the highest professional standards."

While he was at Pensacola, he updated his qualification in Water Survival Training. When he was finished he had this to say, "The water survival training they provide down here has always been superb. But the new emphasis that has been put on fleet type equipment and actual survival situations is invaluable. It's something that can make the difference between life and death. The whole program has been refined to the point where someone who goes through it will feel confident that he or she can make it through almost any water survival situation."

"I hope I never have to use any of this experience," he said, "but I'm sure glad I have it if I ever need it."

Strapping in for a dunk in the Dunker.

Dropped unceremoniously into the water.



This part is a drag.



Workaday SAR

CGAS Miami

By Captain Dick Knott

There are few, if any, Search and Rescue (SAR) situations at sea which the Coast Guard has not had to contend with at one time or another. To most Americans the words Coast Guard and Rescue are almost synonymous, and this should not be surprising because this organization has been building on its impressive reputation since the earliest days of the old U.S. Life Saving Service. There are literally thousands of people going about their affairs today who owe their lives to the quiet professionalism of Coast Guard search and rescue units.

One of the busiest of these commands is Coast Guard Air Station, Miami, part of the Seventh Coast Guard District. Equipped with Sikorsky HH-52A and Convair HC-131A aircraft, CGAS Miami, under the command of Captain James E. Foels, covers the southern coast of Florida, the Bahamas and part of the Caribbean. During calendar year 1980, the 10 aircraft assigned to this station logged more than 7,500 flight hours,

over 2,200 of which were accumulated on SAR missions. So far this year, the pilots and crews of CGAS Miami have been involved in over 100 SAR incidents, saving many lives in the process.

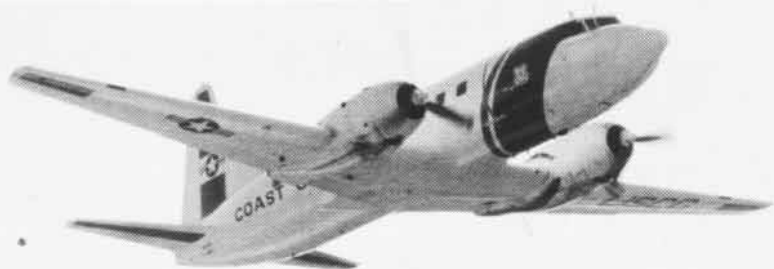
Of course Coast Guard Aviation provides a variety of services other than search and rescue. Law enforcement involving illegal drugs, environmental protection, immigration, and fisheries regulations accounts for a large portion of the total effort. Added to these tasks are routine training missions and medical evacuation. The red and white aircraft that ply the Intracoastal Waterways and range out over the Keys, bring a sense of concern to maritime lawbreakers and comfort to pleasure and commercial boaters.

There is at least one Sikorsky helicopter and one Convair fixed wing aircraft on alert status at the air station, 24 hours a day, ready to respond to a call from the Rescue Coordination Center in Miami or



Insert, the duty officer LCdr. Dan Kalletta takes an incoming alert call.





Left, HC-131A Convairs are used primarily for long-range search. Below, vessel loaded with Cuban refugees plows through heavy seas in the Straits of Florida. Opposite page, refugees arrive safely at Key West.

from any other source. Minutes after that call reaches the watch officer in the operations center, a crew is in the air headed for the source of trouble. Each crew catches the alert duty every fourth day and, while some watches may have slack time, most tend to be busy and rewarding experiences. It is not at all unusual, for example, to be involved in a half dozen or more SAR incidents on the same watch. In an area like Miami, where pleasure craft are counted in the thousands, the potential for SAR cases is great both in number and variety.

Sometimes SAR calls come in so fast and furious that it is difficult to respond to all of them at once, but Coast Guard Miami always manages to get the job done. On one busy day recently, a C-131 alert crew was

launched to investigate a MAYDAY call from a sinking pleasure boat. They proceeded to the area northwest of Bimini and, when only 18 minutes into the search plan, came upon two people in the water amid much floating debris. The survivors were clinging to an Igloo cooler. Dropping a survival kit, the C-131 called for a helo to make the pickup and orbited over the pair while the helo proceeded to the area. "That was an easy one," remarked one of the pilots, as the helicopter arrived on the scene. No sooner had he said it when the radio called them to the northwest to drop a pump to another sinking vessel in the Fort Pierce area. The helo in the meantime made its rescue without incident and transported its passengers, who had been in the water for some

time, to a nearby hospital. Only then did the crew learn that their names did not match those who were the object of the original search. So, out again they went until that situation too was brought to a successful conclusion.

Some pilots remember a day, now known as "Black Wednesday," when as many as 11 rescues were made during a single 24-hour period. Thirty-one rescues were made that week.

Often the calls for help involve aircraft which are overdue at their destinations. An NBC helicopter covering the recent influx of Haitians into this country by sea failed to return and many days were spent in an unsuccessful search for its occupants. Coast Guard crewmen emphasize that it is extremely hard to locate people swimming in the water. In one instance a



light plane reported it was ditching and gave its position by radio. Coast Guard Miami was in the air immediately and flew directly to the spot specified. There they found the telltale oil slick but no sign of life. In fact, the two survivors were swimming only a few yards from the slick, but could not be seen in the rough sea. "A human head in the water is small and very difficult to spot from the air, especially if there is no raft involved," remarked one of the pilots. "When you get a little bit of chop, a little bit of white cap, you just can't see them." In this case, the men in the water watched the plane fly over several times without any indication that they had been seen. But the Coast Guard does not give up easily and two days later they were rescued, a little bit waterlogged but otherwise none the worse for their experience.

Unfortunately, not all the rescue attempts of Coast Guard Miami have a happy ending, but this is never the result of lack of effort. One Sunday, a boat which was proceeding outbound through one of the inlets encountered heavy surf, broached and capsized. The alert helo flown by Lieutenant John Spatuzzi took off

from CGAS Miami to render assistance. Two of the boat's occupants were swept overboard and made it to shore before the helo arrived on the scene. The other two men were apparently trapped inside. It was clear that if they were to stand a chance of survival someone would have to go into the water after them.

The Coast Guard does not have designated rescue swimmers assigned to the Miami area, so the copilot, Lieutenant Junior Grade Randy Perrin, volunteered to make the attempt. An amateur certified scuba diver with 10 years' experience, Perrin removed his flight boots and traded his survival vest for a deflated passenger vest. Then, jumping into the water from a six-foot hover, he made his way to the boat in heavy seas. Tapping on the hull, he thought he received a response, indicating that someone might still be alive inside the overturned boat. But it proved impossible to get to him inside the heaving vessel.

Perrin signaled the waiting helo to provide a tow into shallow water. Since safety regulations prohibit securing a tow line directly to a helo, a line

was attached to the boat and hand-held at the other end by Petty Officer Chris Sheagren. Slowly, and painfully for Sheagren, the helo dragged the boat toward shore. By this time it was dark.

There was no beach, just a network of cypress roots, but by carefully lashing the line to a tree, Perrin was able to winch the bow high enough to retrieve one of the men. Marking the boat with a strobe light so he could find it again, the young officer half dragged, half carried the victim for almost a half mile onto some matted cypress roots away from the pounding surf. There he tried unsuccessfully to revive him and, finding no vital signs, was finally forced to conclude that the man was dead. Back to the wreck he went in hopes that the fourth occupant of the boat might still be saved. Futilely, he groped in the dark but found nothing. The other man had been washed clear of the boat and the following day was found on the beach drowned. They had done everything that was humanly possible. It was a heartbreaking experience for the physically and emotionally exhausted Coast Guardsmen.





Above, alert aircraft awaits the inevitable call for assistance. Below, the words Coast Guard and rescue are almost synonymous. Right, HH-52 lifts off from a cutter in the Straits of Florida.



But the rescue business can also be emotionally rewarding. During the Cuban boatlift, aircraft from Miami joined with ships and planes from other Coast Guard and Navy units in an attempt to save as many lives as possible. As one pilot describes the influx, "There were boats bow to stern across the Straits of Florida." Virtually all were overloaded and many were unseaworthy. More than half of these boats required some kind of assistance and there is no way of knowing how many people may have perished along the way. It is clear, however, that without help many more would have been lost.

Helicopters operating from cutters combed the area for people in distress and one Coast Guard crew rescued 11 people on one flight. The helo was dangerously overloaded but the alternative would have been to let somebody drown.

Commander Jim Sutherland, who later flew with this crew operating from the cutter *Courageous*, remembers being at the ship's rail in a rough sea when a large group of some 250 refugees was taken aboard from a decrepit and overloaded fishing boat. Suddenly he found himself looking down into the face of a distraught woman who held a baby above her head. She was looking desperately for someone to whom she could trust her most precious possession. Sutherland put out his arms and the woman thrust the baby into his hands. Thereafter, she never took her eyes off him until she and her infant were both safely aboard the cutter. "I will never forget that look of gratitude and relief," he says. "It's what makes this rescue business all worthwhile."

Asked about retention in the Coast Guard, Sutherland readily agrees that his organization has many of the same problems experienced by other services. "But we have one very important thing going for us," he says. "Let one of our people pull a drowning man from the water just once and the chances are he's hooked. There are plenty of jobs in civilian life where he can make more money, but very few that will give him that kind of satisfaction."





In the Indian Ocean, a Good Rescue Can Make Your Whole Day!

The crew of an SH-15 helicopter aboard *Independence* on station in the Indian Ocean went to the rescue of an A-7 *Corsair* pilot forced to eject from his aircraft because of hydraulic system failure.

Within 20 seconds after ejection, the SH-3H, piloted by Lieutenant Bret Gary, began its approach.

The *Corsair* pilot was briefed on rescue procedures over the radio and the SH-3H maneuvered into a favorable position. Lieutenant Commander Brian Finegold, the helicopter aircraft commander, assumed the role of on-scene commander and directed the positioning of surface and airborne units.

AW2 Steve Quinn, the first crewman, was instructed to ready the rescue swimmer for water

entry. As the helicopter pulled into a low hover, AWAN Jimmy Spurlin jumped from the after-station into the water and swam toward the downed aviator 10 feet away. Spurlin quickly checked the pilot for any injuries that might have resulted from the ejection sequence and water entry. Finding none, he flashed a thumbs-up and the helo under Quinn's direction moved in for the pickup. When it was in a hover directly over the pair, Quinn lowered the rescue sling. Both men were safe in the helicopter within seconds and on their way back to the carrier.

The rescue was the second of the cruise for Lt. Gary, third for AW2 Quinn, and also third for the squadron in as many months.



Top, SH-3 keeps watch during flight ops. Above, left to right, LCdr. Brian Finegold, Lt. Bret Gary, AW2 Steve Quinn and AWAN Jimmy Spurlin.

CRAMM For Flight

One dictionary definition of "cramming" is "mental labor," to which any college student will add a fervent amen. But Lieutenant Junior Grade Steve Miller of HS-8 has his own definition for "cramming," as it should apply to Naval Aviation.

With flight time becoming increasingly scarce, operating costs escalating and ground job responsibilities multiplying, it is more important than ever to Concentrate, Review, Aviate, Motivate and Maximize for flight. In short CRAMM!

You cannot fly today's machines without Concentration. Mental and physical errors are unforgiving and sometimes take you past the point of no return. Much has been written about changes in life styles, worrying about collateral duties that are better left behind than taken into the cockpit, personal distractions both physical and mental — the list goes on. We have all contended with one or more of these at some time. Habits take over when concentration is absent, sometimes to our benefit but sometimes to the pilot's demise. Without concentration on the task before him, aviating, the pilot is automatically placed behind the power curve. The ability to concentrate can be improved and adequate rest and physical conditioning are both positive steps in this direction.

Review is next on the list. When was the last time you studied your emergency procedures? After the fact will not cut it! It has been proven that continual review increases the chances for a proper response to stressful situations. The flight brief provides an excellent place for reviewing and discussing the scheduled flight evolution. If procedures, techniques, emergencies, etc., are discussed beforehand, there are fewer distractions during the brief and it's easier to concentrate. All pilots and all officers meetings provide a forum for discussing a variety of experiences and hazards encountered by others, so that all may profit by the lessons learned.

Aviate. Here's the fun part. Now that we're in the air, we can hone those flying skills to a razor's edge. We can now accomplish what that wonderful machine of ours was

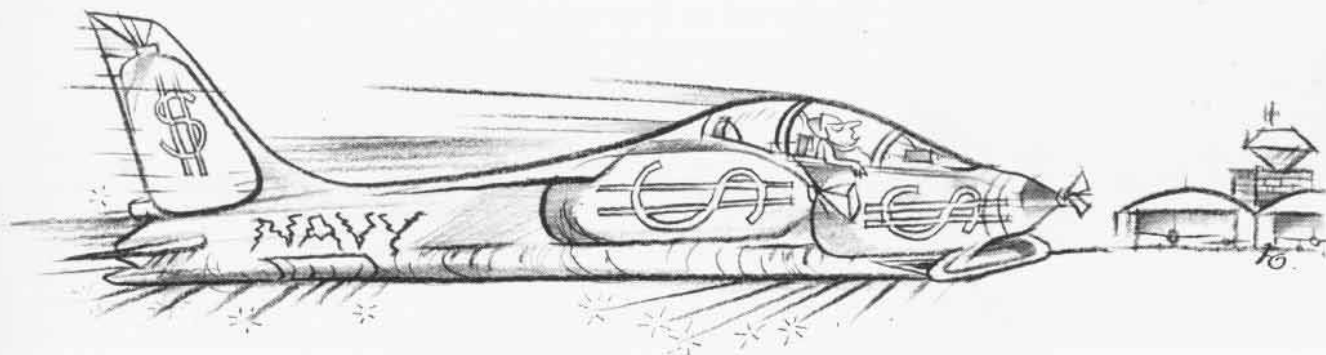


designed to do. We're Concentrating on the task at hand, we've Reviewed what we are to do, and we're doing it!

Now for Motivation. Without it, boredom would set in over a period of time and we'd start cutting corners again. There are various methods of motivating and preventing boredom. One thing that is effective is to insure there is a clear purpose in what's being done. The flight should provide training for every member of the crew. When training gets to the brink of monotony for any crew member, he should, if feasible, request a change in the routine. Such a change would help maintain a high level of motivation.

And that brings us to the last of CRAMM, but not the least — Maximize. Time is valuable, at least to the individual, and the cost per flight hour probably won't decrease in the near future. Flight simulators provide an invaluable training and proficiency aid, but they are not quite the real thing. If your time is being used to best advantage, it is easier to be motivated and to concentrate, and it certainly increases your enjoyment in aviating. Making the best use of your time should include emphasis on basics and emergency procedures so that good habit patterns will be developed. Your level of skill in handling emergency procedures might mean the difference between life and death for everyone involved.

So, CRAMM — CRAMM — CRAMM!





The Prairie Navy

By Sandy Russell

Naval Air Station, Dallas celebrates its fortieth anniversary next month. Since it was established as a naval reserve aviation base (NRAB) on May 15, 1941, the facility has continued to play a significant role in Naval Aviation. During WW II, it turned out Naval Aviators for the fleet. Today, the air station is one of 16 major Naval Air Reserve installations and its primary mission is mobilization readiness and training of Navy and Marine Corps reservists. Other responsibilities include recruiting of aviation reservists, tenant support, and administration of the reserve program as directed by the Chief of Naval Reserve.

In 1940, Lieutenant Junior Grade W. L. Powell, Civil Engineer Corps, broke ground for a naval reserve aviation base midway between Fort Worth and Dallas near the town of Grand Prairie. A two-million-dollar construction contract was let for runways and buildings on the original site of Hensley Army Air Base, a 319-acre plot purchased by the city of Dallas in 1932 and leased to the government for a dollar a year. Because of its location, the new facility was referred to as the "Prairie Navy."

With the cessation of hostilities in 1945, the Naval Air Reserve Training Command was formed and NAS Dallas became an integral part of the program.

A selected force known as "station-keepers" was procured to recruit and train "Weekend Warriors," using facilities already in existence at naval air stations such as Dallas.

The first Marines assigned to Dallas came aboard in May 1946. The Navy's stationkeepers, consisting of TAR (training and administration of the Reserve) personnel and active duty Marines, shared the facilities and the responsibility of maintenance, as well as training reserve units from all over Texas, Oklahoma and eastern New Mexico. Today, Marine Air Reserve Training Detachment, Dallas is composed of one fighter squadron, a heavy helicopter squadron and a headquarters and maintenance squadron.

In September 1948, a Dallas squadron accomplished one of the many firsts attributed to the station when VA-702, skippered by Commander Sidney C. Seagraves, made the first carrier landings by a reserve squadron. Two years later, VA-702 responded to a more serious challenge by becoming the first Naval Air Reserve squadron to be recalled to active duty in the Korean conflict.

Eventually, jet aircraft arrived on the scene and the 5,000-foot, north-south runway at Dallas was extended to 8,000 feet to accommodate the FH-1 *Phantoms* which were to replace the F6F *Hellcats* then in service at the station. The jet age arrived in Dallas at precisely 12:30 p.m. on April 29,

1952, with the arrival of the first *Phantom*.

Phantoms were replaced in 1954 by swept-wing F9F *Cougars*, and FJ *Furies* were phased into the program in 1958. That year, the E-14 arresting gear, employing a water squeeze principle, was installed on the main runway. This was the first such gear to be used at a reserve air station.

The first mobile arresting gear to be installed in the Naval Air Training Command was placed in operation at NAS Dallas in 1962, while extensive repair work was done to the jet runway. By use of the gear, full operation was maintained without incident, even though the alternate runway was only 5,200 feet.

Unexpected rains delayed completion of the first phase of construction, which had been planned for March 1941. But on May 15, 1941, NRAB Dallas was established under the command of Lieutenant Harry Sartoris. Arriving with Lt. Sartoris were 15 officers, 109 enlisted men, 35 students and six training planes. With a deteriorating situation in Europe, the station grew by leaps and bounds. Seven months later, Lt. Sartoris was relieved by Commander A. Laverents and growth of the air station continued under his supervision. A number of high-ranking Navy officials and Congressmen began dropping in on frequently unannounced "inspection" tours. Since their visits were often

completely unexpected, the station was not always prepared to provide a welcome due their rank and status. Laverents wondered "if some code word might be instituted in future aircraft movement reports to indicate important cargo aboard to save us this constant embarrassment." Thus, the use of VIP codes may have been born, although NAS Dallas does not claim this among its many firsts.

The original mission of the station was to provide training for Naval Aviators. To this was soon added a secondary responsibility for testing and accepting all aircraft delivered to the Navy by the North American Aviation Plant, also located at the field on the site now occupied by Vought Corporation.

On January 1, 1943, the designation of the station was changed from NRAB to NAS Dallas. By this time, 15 outlying fields were in use in the area to accommodate the heavy training program. An auxiliary field, Lou Foote Field, now Grand Prairie Airport, was established to house Training Squadron Two and to relieve some of the congestion at mainside.

NAS Dallas was then tasked with a third function: the training of enlisted personnel in aviation skills for the fleet and Coast Guard. Marine Corps officers were also accepted for flight training. The first contingent of Free French Forces arrived in 1943 to begin flight training in this country. Of the

18 French students who comprised the first class, 13 had been awarded the Croix de Guerre for heroism at Dunkirk.

That same year, Congress authorized the enlistment of women in the Navy for shore duty and, soon after, Waves began arriving at NAS Dallas. Their presence seemed to affect male enlistment because shortly thereafter 138 men enlisted in a single day, temporarily closing down the recruiting office.

In 1963, NAS Dallas became the first Naval Reserve command to receive the F-8 *Crusader*, which was replaced 13 years later by the F-4N *Phantom II*.

Fighter Squadron 703 was recalled to active duty in January 1968 as a result of the *Pueblo* incident. Ten months later, after completing carquals aboard *Ranger*, the squadron returned to Dallas and resumed its reserve training activities. Commander Frank A. Liberato, an aeronautical engineer at the Vought Aeronautics plant, commanded the squadron at the time of its recall.

A reorganization to develop the Naval Air Reserve Force concept began in 1970. Many reserve squadrons were redesignated to conform with regular fleet squadrons, which they would augment in the event of mobilization. Antisubmarine warfare training was phased out at Dallas and its aircraft were transferred to other air stations. NAS



Far left, an aerial view of NAS Dallas, circa 1977. Left, a C-118 Liftmaster from VR-53.

Dallas retained the F-8 *Crusaders* and C-118 *Liftmasters* which were eventually assigned to its two Naval Air Reserve Force fighter squadrons, VF-201 and VF-202, and fleet tactical support squadron, VR-53. With the implementation of the Naval Air Reserve Force, all training aircraft were assigned to the three Force squadrons which are responsible for their maintenance and operations.

All Force squadrons and units are manned proportionately by active duty TARs and Selected Air Reservists. TAR personnel provide full-time administrative, logistics and maintenance support, while reservists augment the squadrons/units to a full complement on weekend drills and annual active duty training periods or during special deployments.

Six units from Marine Aircraft Group 41 (MAG-41) are also assigned to Dallas. Marine Fighter Attack Squadron 112 flies *Phantom IIs*, while Marine Heavy Helicopter Squadron 772, Det B supports the group with CH-53A *Sea Stallions*. Other MAG-41 units are Headquarters and Maintenance Squadron 41; Marine Air Base Squadron 41, Det A; Marine Air Traffic Control Squadron 48, Det B; and Headquarters and Maintenance

Squadron 49, Det D. One UC-12B utility aircraft, and two TA-4Js used for air combat maneuvers are assigned to the air station.

There are 25 tenant commands aboard the station, representing every branch of the armed forces. NAS Dallas also has responsibility for 15 reserve units who drill there and is the reporting command for Naval Air Reserve Detachments, Denver and Albuquerque.

While Dallas is one of the Navy's smallest air stations, it is also one of the busiest in the country. One reason is its ideal location for stopovers by military aircraft on cross-country flights. In 1980 alone, a monthly average of 396 transient aircraft stopped there. Another reason is its mission, the training of over 4,000 reservists and tenant Guardsmen.

Since the inception of the Naval Air Reserve, NAS Dallas has had the satisfaction of seeing its reserve units successfully merge with fleet units for annual training, deploy on special assignments and mobilize for combat. In this regard, Dallas units participated in the U.S. response to the Berlin crisis, Korean conflict and the *Pueblo* incident.

In observance of its fortieth birthday, NAS Dallas has planned an open house and air show on May 16-17. Events scheduled include performances by the *Blue Angels*, the *Leap Frogs* parachute team, and the Marine Corps *Harrier*. There will also be demonstrations of helo rappelling, a flight by an F-16, and 25 static displays of Navy aircraft. The *Blues* will give a special VIP performance during their practice show on May 15 for members of the Association of Naval Aviation, whose annual convention meets in Dallas this year.

The personnel of Naval Air Station, Dallas take pride in their command's history and achievements. And, through these achievements they have become respected members of the surrounding community. The Commanding Officer, Captain Ren E. Stedman, says that the officers and enlisted personnel of his command will strive to continue the station's reputation as the Hospitality Center of the Great Southwest.

Clockwise from right, VF-202 Phantoms over Dallas; an F-4 from VMFA-112 lifts off; VF-201 Phantoms on line while deployed to NAS Fallon; and a CH-53 from HMH-772 hovers during rappelling exercise.







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Awards

The Marine Corps Aviation Association presented the following awards for 1980:

LtGen. Andrew W. O'Donnell, ComGenFMFPac — Silver Hawk Award as the Marine designated a Naval Aviator the longest and still on active duty.

Maj. T. David Seder, VMFA-115, Beaufort — Aviator of the Year.

VMFA-323, El Toro — Robert M. Hanson Award as fighter squadron of the year.

VMA(AW)-533, Iwakuni — Lawson H. M. Sanderson Award as top attack squadron.

VMA-542, Cherry Point — V/STOL Squadron of the Year.

VMFA-531, El Toro — Commandant's Aviation Efficiency Trophy.

HMH-461, New River — Marine Helicopter Squadron of the Year.

Capt. Gary F. Newell, VMAT(AW)-202, Cherry Point — Robert Guy Robinson Award as flight officer of the year.

1st Lt. Mark C. Hunt, H&MS-24, Kaneohe Bay — Aviation Ground Officer of the Year.

MSgt. Bobbie D. Hodges, MACS-5, Beaufort — Air Controller of the Year.

LCol. Fred E. Oglie, VMAT-203, Cherry Point — Bud Baker Award for V/STOL enhancement.

MSgt. Donald J. Turk, VMFA-531, El Toro — James E. Nicholson Award for enlisted leadership.

GySgt. Joseph C. Cavallaro, HMA-269, New River — Special Category for achievement not otherwise recognized.

GySgt. Earl E. Lipford, Station Operations and Engineering Squadron, Cherry Point — Fixed Wing Aircrewman of the Year.

Sgt. Neil V. McCarty, VMFA-232, Kaneohe Bay — non-flying Plane Captain of the Year.

SSgt. John A. Chemsak, VMFA-451, Beaufort — Marine Aviation Electronics Technician Award.

SSgt. Dewey L. Johnson (posthumously), HMM-461, New River — Helicopter Aircrewman of the Year.

Records

On January 28, 1981, North Island-based HC-9 achieved its 10,000th accident-free flight hour. Commanded by Cdr. James P. Cavanaugh, it is the Navy's only combat search and rescue helicopter squadron, tasked with providing training to both reserve and regular Navy units. HC-9 flies the Sikorsky HH-3A *Sea King*, which was used extensively in Vietnam by the Navy.

VQ-2 recently flew their EA-3B *Skywarriors* approximately 22,000 miles from their home port at NS Rota, Spain, to their deployed home aboard *Eisenhower* in the Indian Ocean where they joined CVW-7. The

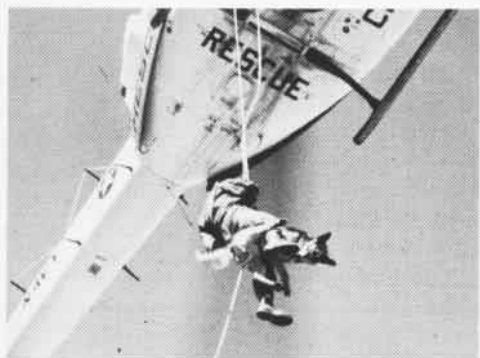
Rangers believe this is a record for distance in traveling to an aircraft carrier. Any challengers?

Rescues

Last November, while deployed to Alaska, VP-19 was tasked with a SAR mission involving a missing Grumman *Goose* seaplane. Twelve hours later, Crew 8, flying a P-3C *Orion*, successfully located the aircraft and the five people aboard. The seaplane had taken off from one of the Aleutian Islands en route to Adak but was forced down in bad weather. Crew 8 discovered the five civilians through an SOS they had stamped out in the snow near a

cove where their plane went down. The crew notified the SAR coordinator and fishing boats arrived on the scene to pick up the victims. During its Adak detachment, crew 8 performed two more emergency missions. It transported an Air Force NCO from Shemya AFB who had to catch a MAC flight home because of a death in his family. In another instance, Crew 8 medevaced a patient to NAS North Island.

A search dog and a Navy Fallon SAR crewman clear the helicopter on a rappelling line to test a new dog harness designed by air station personnel. This first-of-its-type harness is initially being used by Fallon SAR units in conjunction with the Wilderness Finders Units of northern California. These search teams are comprised of German Shepherd dogs and their handlers who are trained to find accident victims in the 12,000-foot peaks of western Nevada and northern California.



PR1 William D. Case, supervisor of the aviators' survival equipment shop at Fallon, was tasked with making the harness. In less than eight hours, Case had constructed a jacket-type harness made out of nylon, nylon webbing and velcro fasteners. Attached to the jacket harness are four straps that join at a D-ring which is clipped onto a rappelling line. The front straps are cut shorter than the back ones to allow the dog to be suspended in a heads-up attitude on descent, and the harness is adjustable to fit all rescue dogs. Once on the ground in a search area, a dog and handler can reportedly cover the same amount of territory as 25 people in an arm-in-arm search effort.

Honing the edge

There's a new addition to the front of Building 623, which houses the Naval Aircrewman Candidate School (NACCS) at NAS Pensacola. NACCS is part of the Naval Aviation Schools Command and provides survival



training to Navy enlisted flight crewmen and flight crew candidates. The training syllabus includes instruction in basic swimming strokes and various water survival techniques, as well as training in deep water and land survival. Since its first class convened in September 1978, NACCS has graduated over 1,000 students, sending them on to fleet squadrons.

Et cetera

Did you ever wonder who paints the markings on runways? Maintaining runways at Alameda is a service provided by the Navy Public Works Center (PWC), San Francisco



Bay. PWC painters from the maintenance department and USAF civilian employees combined forces recently to complete a project that involved restriping the runways at the air station. Here, PWC painter Neal Woodbury squares off runway stripes.



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Change of Command

HC-1: Cdr. Alan J. Billings relieved Cdr. Ronald B. Lewis.

HS-5: Cdr. Craig L. Reynolds relieved Cdr. Richard Grant.

HS-84: Cdr. Robert W. Sarnie relieved Cdr. John K. Riess.

HSL-37: Cdr. Dennis H. Christian relieved Cdr. John S. Meserve.

NAS South Weymouth: Capt. Timothy O. Falkenstein relieved Capt. Donald L. Boyden.

VA-75: Cdr. Joseph S. Mobley relieved Cdr. Rodney A. Bankson.

VA-86: Cdr. John Gay relieved Cdr. Virgil Jackson, Jr.

VAW-125: Cdr. Louis L. Foltzer III relieved Cdr. Harold E. Seligson.

VAW-126: Cdr. Gary Witzenburg relieved Cdr. Herman J. Long.

VC-12: Cdr. Robert C. Johnson relieved Capt. O. Brooks Pollock.

VF-103: Cdr. Theodore W. Triebel relieved Cdr. Robert H. Clime.

VF-143: Cdr. Robert L. Ellis, Jr., relieved Cdr. Steven U. Ramsdell.

VP-40: Cdr. Darold S. Axtman relieved Cdr. Allen D. Branch.

VT-26: Cdr. William T. Meneeley relieved Cdr. Joseph L. Phillips.

The Blue Angels Have Openings

The U.S. Navy Flight Demonstration Squadron, the *Blue Angels*, will be selecting one pilot and a flight leader this year for their 1982 team. Selections will be made in September 1981, but interested officers are encouraged to submit their applications as soon as possible.

An applicant for demonstration pilot should be a tactical jet pilot with 1,500 hours flight time, a regular Naval Officer, and rolling to or on shore duty. Letters of application should be endorsed by the command-

ing officer and forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and the Chief of Naval Personnel (Pers-433A) or Commandant Marine Corps (Code AA) for Marines.

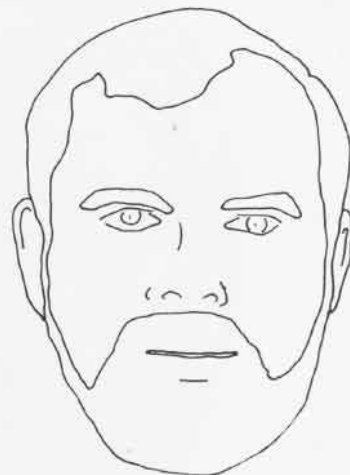
An officer interested in the position of flight leader must have 3,500 hours of flight time, be a lieutenant commander or commander who has screened for aviation command, and preferably (though not mandatory) have had command of a tactical jet squadron. Flight leader applicants should submit their letters directly to the Chief of Naval Air Training with information copies to the Commanding Officer, Navy Flight Demonstration Squadron and the Chief of Naval Personnel (Pers-433A).

All letters of application should include each officer's experience and qualifications. Any further questions can be answered by contacting the *Blue Angels* by telephone. Autovon 922-2584/2585, commercial 904/452-2583/4, or by writing to the Blue Angels, NAS Pensacola, Fla. 32508.

There are also openings available for enlisted personnel in the AMS, AMH, AME, AD, AE, AK, AS, AT and PR ratings. Personnel must be eligible and submit applications in accordance with the Enlisted Transfer Manual, Chapter 9.23.

Personnel should submit an application as soon as possible and schedule an interview with the Squadron's maintenance officer. Interested applicants can arrange an interview by telephoning Senior Chief East. Autovon 922-2583 or commercial (904) 452-2583. Further information can be obtained by calling the above telephone numbers or by writing Administrative Officer, Blue Angels, NAS Pensacola, Fla. 32508.

connie chief top controller



Michael D. Allen, a senior chief air traffic controller aboard USS *Constellation*, has been named the Navy's Air Traffic Controller of the Year for 1980.

In announcing Allen's selection for the award, then Secretary of the Navy Edward Hidalgo noted that the senior chief "was involved in controlling the safe recovery of more than 80 aircrews whose planes were experiencing in-flight emergencies, and was credited with several other life-saving situations."



Air Traffic Controller of the Year Michael D. Allen. Photo by PHAN Cotton

In one instance, Allen assumed positive radar control of an E-2 *Hawkeye* experiencing a single-engine situation, flight instrument failure and partial loss of the electrical system. Faced with a "must land now" condition, Allen employed wide pattern and no gyro techniques to talk the aircraft to a safe night recovery.

His accomplishments during *Connie's* recent Indian Ocean deployment were noteworthy in conducting more than 280 recoveries of aircraft in high wind, low visibility and heavy seas.

Captain Bud Edney, commanding officer of *Constellation*, said of the senior chief, "It takes a man with special qualities to qualify for air traffic controller and the most demanding of these assignments is the senior controller aboard the Navy's aircraft carriers."

"Senior Chief Allen has the unique ability to listen to aircrews, watch the tiny blips on the radar screen, hear what is going on, remember all that he's seen or heard, and then make the instantaneous split-second decisions required to assist pilots in their safe return to the carrier."

Allen gives his division personnel much credit, saying that while he is proud to have been selected for the annual Vice Admiral Robert B. Pirie Naval Air Traffic Controller of the Year Award, "I'm also *extremely* proud of the team effort of *Constel-*

lation and Carrier Air Wing Nine.

"The team concept is apparent ashore, of course, but it is absolutely a necessity at sea. Total coordination of all hands involved, from preflight brief, to spotting the flight deck for launch, to final recovery, is orchestrated as finely as any symphony."

Captain B. W. Churchill, executive officer of *Connie*, summed up the senior chief's overall performance during the carrier's Indian Ocean sea period as "evidence of a true professional at the peak of performance in a pressure-packed environment."

Other nominees for the annual award were: ACC John H. Daniel of *Forrestal*; GySgt. Richard D. Preston, MCAS Kaneohe Bay, Hawaii; AC1 Robert W. Johnson, NAS Oceana, Va.; AC1 Jannine M. Weiss, NAS Miramar, Calif.; SSgt. Wayne E. Freeman, MCAS Beaufort, S.C.; and AC2 Michael S. Kennedy, Chase Field, Fla.

The trophy awarded to Allen is a replica of the permanent trophy on display at the Air Traffic Controller's School, Navy Technical Training Center, Memphis, Tenn.



Richard E. Byrd Jr.

By Helen Collins

The fourth of the distinguished pioneers enshrined in Naval Aviation's Hall of Honor is remembered best as an explorer of that vast, mysterious, icebound portion of the globe called Antarctica. But explorer Rear Admiral Richard Evelyn Byrd, Jr., was first a naval officer and a Naval Aviator.

Byrd was a daring, determined and restless soul. When he was a youngster of 12, that restlessness and determination took him around the world. A former law partner of his father was a district judge in the Philippines and invited the boy to visit him. Overcoming the strenuous objections of his parents, Byrd crossed the continent unaccompanied and traveled by ship to Manila. While he was there, cholera broke out and he was shipped home aboard a tramp steamer which traveled the Indian Ocean, Mediterranean Sea and the Atlantic Ocean before arriving at Boston.

As a young man, Byrd's yearning for adventure turned him to the Navy for a life at sea and, later, a flying career.

Richard Byrd, the second son of an old, illustrious and well-to-do Virginia family, was born in Winchester on October 25, 1888. He entered the U.S. Naval Academy in 1908 and was commissioned an ensign on June 8, 1912.

The first of Byrd's physical problems which affected the course of his career began at the Academy when his right leg was broken in a football game with Princeton. Later, he injured the same leg again on the gym's flying rings.

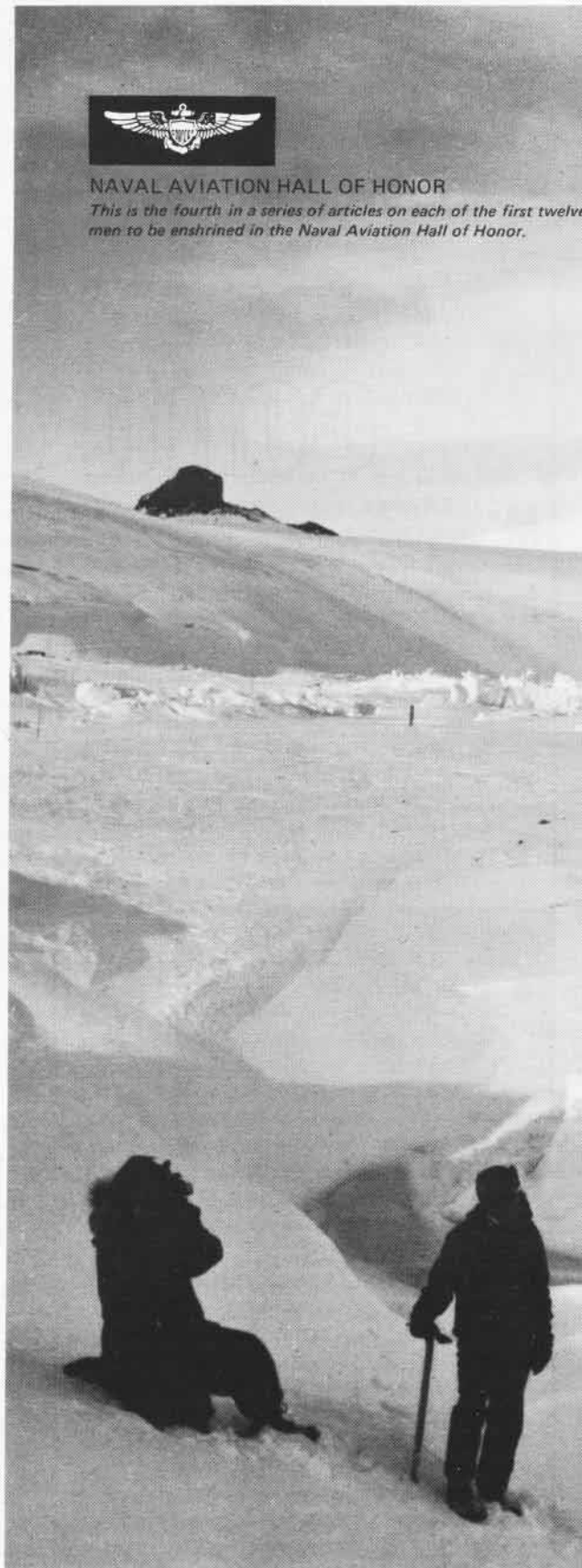
Following graduation, Byrd had several years of routine assignments that were infinitely boring to him. His physical trouble returned to plague him when he broke his leg again in a fall down a hatch aboard ship. This last injury brought mandatory retirement for physical disability in the rank of lieutenant junior grade, on March 15, 1916.

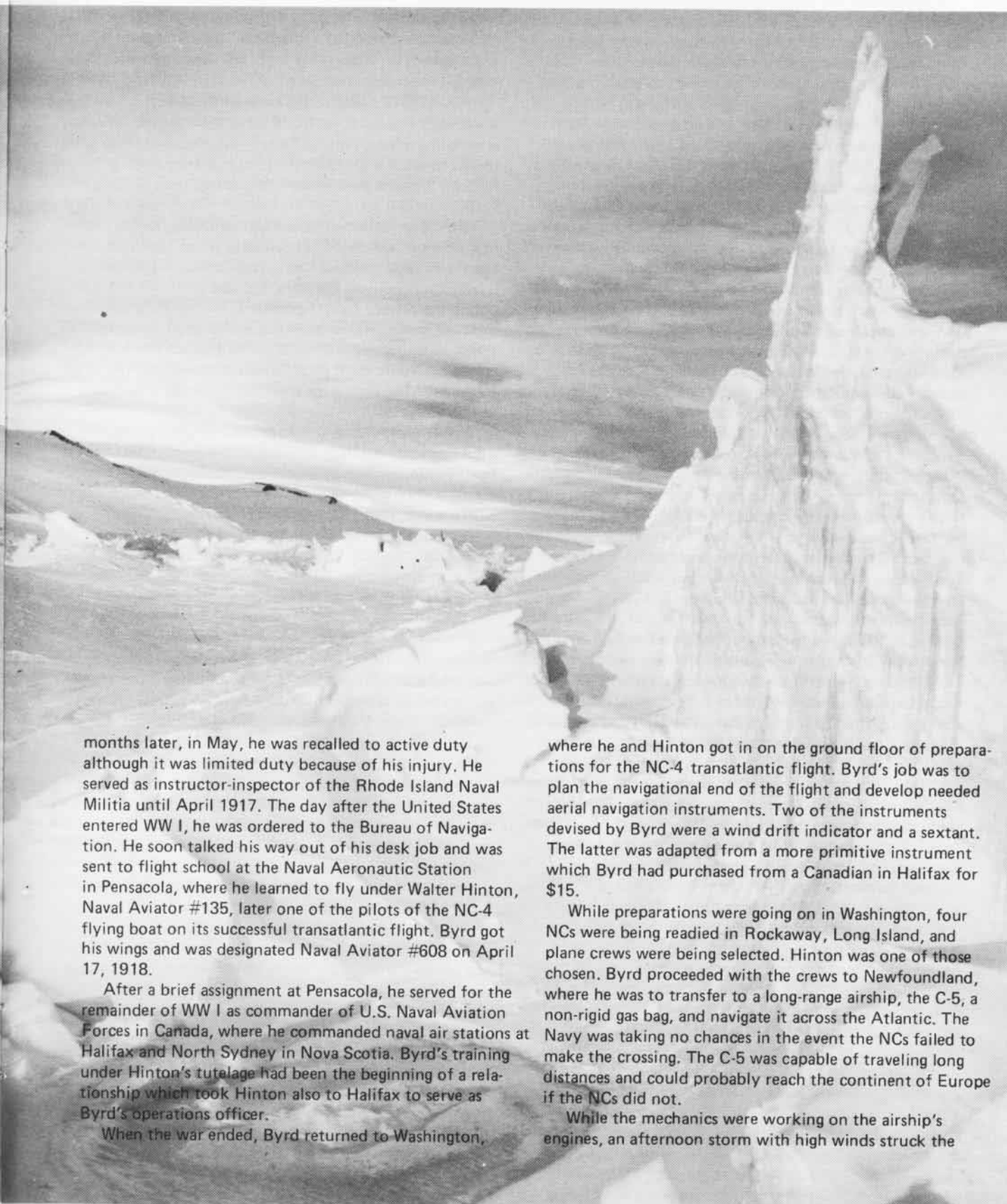
However, Byrd did not stay retired for long. Just two



NAVAL AVIATION HALL OF HONOR

This is the fourth in a series of articles on each of the first twelve men to be enshrined in the Naval Aviation Hall of Honor.





months later, in May, he was recalled to active duty although it was limited duty because of his injury. He served as instructor-inspector of the Rhode Island Naval Militia until April 1917. The day after the United States entered WW I, he was ordered to the Bureau of Navigation. He soon talked his way out of his desk job and was sent to flight school at the Naval Aeronautic Station in Pensacola, where he learned to fly under Walter Hinton, Naval Aviator #135, later one of the pilots of the NC-4 flying boat on its successful transatlantic flight. Byrd got his wings and was designated Naval Aviator #608 on April 17, 1918.

After a brief assignment at Pensacola, he served for the remainder of WW I as commander of U.S. Naval Aviation Forces in Canada, where he commanded naval air stations at Halifax and North Sydney in Nova Scotia. Byrd's training under Hinton's tutelage had been the beginning of a relationship which took Hinton also to Halifax to serve as Byrd's operations officer.

When the war ended, Byrd returned to Washington,

where he and Hinton got in on the ground floor of preparations for the NC-4 transatlantic flight. Byrd's job was to plan the navigational end of the flight and develop needed aerial navigation instruments. Two of the instruments devised by Byrd were a wind drift indicator and a sextant. The latter was adapted from a more primitive instrument which Byrd had purchased from a Canadian in Halifax for \$15.

While preparations were going on in Washington, four NCs were being readied in Rockaway, Long Island, and plane crews were being selected. Hinton was one of those chosen. Byrd proceeded with the crews to Newfoundland, where he was to transfer to a long-range airship, the C-5, a non-rigid gas bag, and navigate it across the Atlantic. The Navy was taking no chances in the event the NCs failed to make the crossing. The C-5 was capable of traveling long distances and could probably reach the continent of Europe if the NCs did not.

While the mechanics were working on the airship's engines, an afternoon storm with high winds struck the

field where the C-5 was tied. Lines began to snap and before the blimp could be deflated, she was torn loose. Unmanned, she blew out to sea and was never seen again. Byrd was thus foiled in his efforts to be part of the transatlantic crossing.

In August 1921 he was sent to England to help with aerial navigation of the ZR-2, which had just been purchased from the British government. However, when the ZR-2 was ready to take off, Byrd was late and the dirigible left without him. But this time luck was on his side. While in the air, the airship experienced structural failure and the hydrogen gas exploded. Only a few occupants survived.

When Byrd returned to the United States, he was assigned to the Bureau of Aeronautics. After completing several assignments in Chicago and Boston, establishing naval reserve air stations, Byrd was detailed to organize and command the Navy Flying Unit which accompanied the MacMillan polar expedition to Greenland in 1925. The experience of flying over ice and glaciers in the western part of Greenland fired his imagination, and it was not long before then Lieutenant Commander Byrd asked for a leave of absence to make a flight across the North Pole. The Navy granted leaves of absence in January 1926 to both Byrd and Chief Machinist Mate Floyd Bennett, a Navy enlisted pilot and mechanic, whom Byrd had met on the MacMillan expedition. They began preparations for the flight and Byrd was able to secure contributions from Edsel Ford, John D. Rockefeller, Jr., Vincent Astor and Dwight D. Morrow. He also secured the loan of a 3,200-ton steamer from the U.S. Shipping Board.

May 9, 1926, was the date of the historic flight over the North Pole. Byrd as navigator and Bennett as pilot set out in a Fokker trimotor from Spitsbergen, an island 275 miles east of northern Greenland. All went smoothly until, about an hour away from the Pole, Byrd noticed a bad leak in the oil tank of the starboard engine. Bennett suggested that they land on the ice and repair the leak, but Byrd felt that a landing was a greater risk than the leak. Shortly after 9 a.m. Byrd made a final sighting with his sextant and scribbled a note to Bennett, "We are now at the North Pole." Byrd was right in his estimate of the leak because it began to diminish. However, the return flight was not without incident.

As the pioneers pointed the nose of the plane toward their base, the sextant suddenly slid off the chart board onto the deck of the plane and broke. Their lives now depended on the accuracy of one instrument, the Bumstead sun compass built by and named for the National Geographic Society's first chief cartographer. Since, during the polar summer, the sun never goes below the horizon, the Bumstead compass was a kind of sundial in reverse. With the time already known, it made use of the sun's shadow to tell position. Navigating more than five hours with the sun compass alone, the two polar explorers raised their base dead ahead on the horizon and made a safe, triumphant landing. Three years later, the same sun compass with its mechanism adjusted for southern polarity guided Byrd on his flight over the towering 10,000-foot South Pole plateau. And it was with him on his last flight

to the South Pole in 1956, a dependable check on the more complex instruments of a new generation of flight.

Following his North Pole flight, Byrd was promoted by a special act to commander on the retired list.

In July 1927, Byrd with a crew of three flew the aircraft *America*, a Fokker trimotor landplane, across the Atlantic, attempting a New York to Paris flight. However, they were forced to ditch their plane in the surf off the coast of Brittany because poor weather prevented their landing in Paris.

When Byrd returned to the United States, he learned that Bennett had died of pneumonia at the age of 38, on the eve of their planned first expedition to the Antarctic. Byrd continued with his plans and was able once more to obtain the private funds he needed.

While he was still attached to BuAer, Byrd organized and led his first expedition to the Antarctic, 1928-30. In December 1928, Byrd established his base camp, the first Little America, on the ice shelf which borders the Ross Sea on the south.

The following year, on November 28-29, Byrd and three others flew from Little America to the South Pole in their Ford Trimotor named *Floyd Bennett*. As the plane flew over the Pole, Byrd dropped an American flag weighted with a stone from Floyd Bennett's grave.

A month later, on December 21, Byrd was promoted to rear admiral on the retired list, by a special act of Congress.

At a time when aircraft were relatively untried over polar wastes, Byrd thrilled his fellow countrymen and the world by his feat at the bottom of the earth. Still, his flight over the South Pole was incidental to the broad purpose of Byrd's effort, which was to unlock the geographical and scientific secrets of a cold, dead world. During this first expedition, more than 400,000 square miles of Antarctica were discovered and mapped.

Relieved once more of active duty, in October 1931 Byrd began preparations for his second Antarctic expedition which was to concentrate on scientific work during the period 1933-35. It was a tribute to his determination that Byrd was able in the middle of the depression to again raise the funds necessary for this privately financed expedition.

An advance weather base was set up about 100 miles south of Byrd's base camp, Little America II. Here at the advance base, Byrd stayed alone from March 28 to August 10, 1935, keeping a careful record of the weather. No man had ever wintered so far south before where temperatures dropped as low as minus 76 degrees. Because of a faulty stove and the exhaust fumes from a generator motor, Byrd nearly died before a rescue party reached him.

When Byrd led his third expedition, 1939-41, to the Antarctic as a rear admiral, he went under U.S. Government sponsorship, supported as always, however, by private funds. President Roosevelt had approved government sponsorship of Antarctic research and thus began U.S. interest in directly supporting Antarctic exploration, even though private funds and donations of equipment would continue to be solicited.

Two bases were set up, one at the site of the two

previous Little Americas and the other off the west side of the Palmer Peninsula. However, the project was terminated by the deteriorating international situation that led to Pearl Harbor. Even though the expedition ended sooner than planned, Byrd and his party took many aerial photographs, carried out extensive air and coastal surveys, and explored many areas of mountain ranges and other topographical features.

On June 21, 1941, Byrd reported to the office of the Secretary of War for duty as consultant in developing cold weather clothing and military equipment. The following March, he was detached to return to the Bureau of Aeronautics with duty in the office of CNO Admiral Ernest J. King. Byrd was assigned various missions to both the European and Pacific theaters of war. He headed a special board which located and hastened the construction of advance bases for the fleet in the South Pacific. Then, after a special mission to Europe, he undertook two more assignments to the Pacific.

Byrd explored the South Pacific in an old gunboat, inspecting islands as possible sites for airstrips. He also paved the way for their establishment. His aide, Edward Sweeney, who later became president of the National Aeronautic Association and the Explorers Club, commented on how well Byrd got along with the highly sensitive local officials and inhabitants of the various islands they visited, and on how carefully Byrd had studied the military and political significance of the Pacific islands before presenting his report to the President.

Byrd's fourth expedition, 1946-47, was by far the largest ever launched to Antarctica, consisting of 13 ships and more than 4,000 men. It left Norfolk on December 6, 1946, and returned in April 1947. Besides carrying out extensive exploration and gathering much scientific information, Navy ships and equipment were involved in concentrated cold weather testing. At age 58, Byrd stirred the imagination of others as fiercely as he had when he was 37. Under his leadership, the expedition discovered and charted 537,000 square miles of the Antarctic.

On Byrd's return to the States, he was once again assigned to the office of the Chief of Naval Operations, once again relieved of active duty, in September 1947, and again called back the following August to the office of the CNO, where he remained until December 1951.

During this time, he became the founding chairman of

the Iron Curtain Refugee Campaign of the International Rescue Committee which assisted escapees from communist tyranny. He was also co-chairman of Operation Brotherhood, through which assistance was given to the anti-communist government of South Vietnam and the thousands of refugees there.

Byrd returned to Antarctica in December 1955, for the fifth and last time, as officer in charge of Phase I of Operation *Deep Freeze*. The operation was responsible for the Antarctic phase of U.S. participation in the International Geophysical Year, scheduled to start in July 1957 and continue for 18 months. Byrd returned to the U.S. in February 1956, and Rear Admiral George J. Dufek remained, in command of the U.S. naval force responsible for logistical support and operations. The expedition explored 800,000 additional square miles of the subcontinent and located scientists in outposts in which they were to spend the geophysical year.

On February 21, 1957, Byrd was awarded the Medal of Freedom for his contributions to Antarctic exploration, the development of permanent Antarctic legislation, international scientific understanding and good will, and for promoting U.S. interest in the Antarctic. Three weeks after he was awarded the Medal of Freedom, Byrd died at age 68 in Boston, Mass.

Byrd's personal chemistry of show and substance, his nerve, his determination, his willingness to fight for what he believed made him a popular hero during the depression years of the 1930s. His courage and daring were never in doubt and he was cited 20 times for bravery and outstanding conduct. He was a natural leader and his men, all volunteers, trusted and followed him.

Foremost among the world's air explorers, Byrd helped to revolutionize the techniques of Antarctic exploration. He was instrumental in charting some two million square miles of the earth's surface. Byrd once commented, "It's not getting to the Pole that counts. It's what you learn of scientific value on the way. Plus the fact that you get there and back without being killed." Byrd got to the Antarctic, and back, five times during his fruitful career. He found there a vast laboratory of nature where men could experiment and learn about weather and the earth.

Walter Hinton, who knew Byrd in the early days, says of him, "He was a great adventurer, an extraordinary leader and a loyal friend. He was a man to remember."



Left, Byrd's Fokker Universal.
Right, R. E. Byrd commemorative medal.





TOUCH AND GO

Sea Kings Ride Again

After a two-year absence, *Sea Kings* will again ride the Hawaiian sky with Fleet Composite Squadron One at NAS Barbers Point. The arrival of these helicopters adds significantly to the squadron's versatility. VC-1 now flies two SH-3G *Sea Kings*, six TA-4J *Skyhawks*, a

C-118 *Liftmaster* and a P-3 *Orion*.

The two "new" helos were initially shipped from the Naval Air Rework Facility at NAS Pensacola, Fla., and arrived wrapped in white preservation cocoons last October. VC-1 did not have full helicopter crews when the

aircraft arrived, and acceptance and inspection procedures were carried out with help from nearby units. Lieutenant Commander Jim Carlin of the Pacific Missile Range Facility on Kauai, and VC-1's newly arrived helicopter aircraft commander Lieutenant Charlie Hilton completed the in-flight test runs of the two *Sea Kings*.

The squadron will use the additional aircraft for logistics support, search and rescue and aerial photography missions.

The *Sea King*, a Sikorsky helicopter dating back to the late 1950s, cruises at 120 knots with a three-man crew, and can carry 14 passengers. The version acquired by VC-1 is configured for utility and search and rescue and can remain airborne three and one-half to five and one-half hours.



One of VC-1's newly acquired *Sea Kings* is off-loaded at Pearl Harbor.

Story and photo by
PH2 James McGuire

Old P-2 Gets Permanent Roost

One of the Navy's old patrol birds has found a permanent roost. SP-2H *Neptune* BuNo 150279, a twin-engine ASW aircraft, was christened for display just inside the main gate at NAS Barbers Point recently.

Calling it a "nostalgic moment," Rear Admiral G. W. MacKay, Commander Patrol Wings, Pacific, cited some of the accomplishments of the *Neptune* in Naval

Aviation. It was a *Neptune* that set a long-distance record that stood for 16 years, flying 11,300 miles nonstop from Australia to Columbus, Ohio, in 1945. He noted that after 35 years, the *Neptune* is still used on patrol in the Sea of Japan. There are no longer any P-2 aircraft on active service in the U.S. Navy, the last having gone into retirement in July 1980. (See "Sentimental Journey," *Naval Avia-*

tion News, December 1980).

"In all, 1,182 *Neptunes* were built by Lockheed," said RAdm. MacKay, pointing out that it is the longest production run of any patrol aircraft.

RAdm. MacKay was the main speaker and guest at the dedication ceremony, which also included as guests Captain Phillip D. Smith, Commander Patrol Wing Two; Tom Hall, a vice president of



SP-2H Neptune BuNo 150279 occupies a new roost at NAS Barbers Point main gate. Photo by PHAN Morton

Wanted: Aviators and Flight Officers

If you like your profession, why not let others in on the secret!

The Navy is taking referrals for persons interested in becoming Naval Aviators or Naval Flight Officers.

To qualify, interested personnel must not have reached their 29th birthday at commissioning (16 weeks into training), must have a Bache-

lockheed California; and Jay Beasley, a Lockheed test pilot and instructor who helped train hundred of Naval Aviators to fly *Neptunes*.

Beasley described the *Neptune* as a forgiving aircraft, recalling an incident to back up that statement. It involved a *Neptune* coming in for a landing, which, he said, bounced as high as a telephone pole and then took a wave-off. According to Beasley, when it safely landed later, it was found the aircraft had made six touch-

and-go landings with both engine nacelles wrinkled and the engines sagging six inches.

An F-8 *Crusader*, formerly displayed at the Barbers Point main entrance, is now on display at the Marine Corps Air Station at Kaneohe Bay, Hawaii. BuNo 150279 now at the Barbers Point gate acknowledges the air station's major role of supporting and providing service to Patrol Wing Two and its five ASW patrol squadrons.

Leslie Ozawa

lor of Arts or Bachelor of Science degree, pass the aptitude and physical examinations, qualify for a security clearance, be a U.S. citizen, and then complete the training at the Naval Aviation Officer Candidate School at Pensacola, Fla.

If you know someone who might meet these criteria, the Navy would like to have that

information so it can introduce such people to two of the Navy's most exciting professions. Or have the potential candidates call the nearest Navy recruiter, especially those students graduating this spring. The Navy's toll-free recruiting number is (800) 841-8000.

J02 Mary Ramirez

LDO Pilot Program Under Way

The Navy's new LDO pilot program began March 31, 1981, with the selection of 43 men and one woman for training at the Aviation Officer Candidate School, NAS Pensacola.

Planned by the Navy to augment aviation pilot requirements, enlisted personnel completing the program will fill training billets after commissioning as Limited Duty Officer aviators. About 25 selectees a year are expected to receive their wings and be commissioned.

Five of the first group of 44 have FAA private pilot licenses and 11 hold commercial or instructor certificates. AC1 Jannine Weiss, the woman selectee, was stationed aboard *Lexington* and

is back-seat qualified in the TA-4J *Skyhawk*. The average age of the group is 26 years, 11 months. Twelve are from pay grade E-5, 27 from E-6 and 5 from E-7. Thirty come from aviation ratings, but there are also two quartermasters, a hospital corpsman, a personnelman and a yeoman, as well as communications, data processing, electronics and sonar and hull technicians.

The Naval Military Personnel Command will be putting out a notice in the near future detailing eligibility and application procedures for the next LDO aviator selection board. The board is scheduled to meet in October or November this year. The first LDO aviator selectees are:

AC2 David B. Barton
QM1 Michael J. Blake
AX1 Curt D. Block
AT1 Arthur D. Bosshart
AT2 Danny A. Chambers
AW1 Larry D. Cline
AD2 Andrew V. Cole
QM1 Gordon K. Cone
AE1 Robert F. Curry, Jr.
AE1 Paul F. Edmonson
AT1 Edward W. Everett
ADC Ernesto L. Fune
AE2 John M. Graves
AW1 Michael A. Gray
AO1 Bryan L. Hammond
AT1 John A. Higgins
ATC Cubie V. Hullion
AT1 David C. Johnston
AW2 James T. Kincheloe
HT2 Glenn L. Kitselman
AT2 Robert L. Lauderdale
AMS1 Dale E. Little
AW1 Donald B. MacPeck
ABE2 Gary L. Martin
AE1 Norman L. Massengill
STS1 James D. Maurer
ET1 Donald J. MacCarthy
YNC Douglas F. McGowan, Jr.
AE1 Martin M. Melton
CT12 Robert W. Morris
AO1 Michael C. Morrow
STS1 Forest I. Meyers
AT1 Richard C. Nichols
HM2 Raymond L. O'Keefe III
DS2 Richard G. Presley
CTMC Thomas A. Prevost
AT1 David M. Reichenburg
AT1 Charles J. Riley, Jr.
AO1 Mark A. Scott
ETC Freeman A. Taber, Jr.
TD1 Daane L. Troyer
PN1 Ross B. Tuttle, Jr.
AT2 Steven A. Watkins
AC1 Jannine M. Weiss



LETTERS

On Tate re Halsey

I enjoyed "From the Editor's Notebook" in the December 1980 issue, and agree with all of the good things that Tate said about Fleet Admiral Halsey. Halsey was a great officer and a wonderful man. Tate's recollections, however, were not entirely accurate: The first senior officers to become observers were qualified before 1928, not about 1935; F5Ls ceased to be used for training at Pensacola before 1927; Halsey was not the first or only senior officer to complete the entire Naval Aviator's syllabus.

From 1926 to 1929 I was a flight instructor at Pensacola. In January 1927, four senior officers arrived to take the Naval Aviator's course. I believe they were the first to complete it. They were Capt. E. J. King, Naval Aviator #3368; Cdr. R. K. Turner, #3383; LCDrs. Alva Bernhard #3384 and T. N. Alford #3382. All of them soloed and completed, without special allowances or favors, the same course that had given Jack Tate his wings on 23 June 1923.

RAdm. George van Deurs, USN(Ret.)
312 Golden Gate Ave.
Belvedere, CA 94920

Tomcat Record

The men of Fighting Fourteen wish to salute the men of VF-24 for their accomplishment of 779 flight hours during their 1980 deployment. But we would also like to set the record straight. In October 1978, during a Med deployment, the *Tophatters*, flying F-14A *Tomcats* from *Kennedy*, flew 977.5 hours. To the best of our knowledge, this is the record for the most *Tomcat* hours flown in a single month.

We extend heartiest congratulations to VF-24 for its superb effort.

VF-14
FPO New York, NY 09501

Sea Dart

Your article "Sea Dart" in the January issue of *NA News* was a most interesting review of a portion of our naval history. NAS Willow Grove is proud to have the #3 *Sea Dart* on exhibit with other historical aircraft. It has been repainted to conform with the original paint scheme of yellow and blue. The project was accomplished by

Willow Grove's Chief Petty Officers Association.

The air station has an ongoing program for restoration of all exhibited aircraft. Several voluntary fund drives have been conducted and the volunteer services of organizations aboard Willow Grove have done much to preserve our holdings of Naval Aviation history.

AWCM J. M. Millman, USNR-R
Command Master Chief
NAS Willow Grove, PA 19090

Call for Papers

The Navy Helicopter Association invites representatives of industry and the military to submit papers for presentation at its annual convention in San Diego, California, June 17-20, 1981. Papers will be welcome on any subject relative to helicopters and multimission VTOL, and should not exceed 30 minutes. Audio and visual aids will be provided. Abstracts should reach the Navy Helicopter Association, HC-11, NAS North Island, San Diego, CA 92135, not later than March 30, 1981. Authors of selected papers will be notified by April 15.

LCdr. G. H. Dawson

Goodbye and Good Luck

I am in VF-171, stationed at NAS Oceana, Virginia Beach. In February 1981, our X.O. Cdr. Sam Montgomery will be leaving us for a new squadron. I'd like to take the time to let others know about this man. He has made this squadron a pleasure to work in and be a part of. Everyone from E-1 to O-5 thinks so, too. We here at 171 would like to say that we are sorry to see him go, and just want to say goodbye and thanks. Good luck, XO., wherever you're going. I hope to be in the same squadron with you again some day.

An Airman

Ed's Note: We are sorry this did not make our February issue and hope this letter will reach Cdr. Sam Montgomery. If someone will let us know his address, we will be happy to send several copies of this issue to him.

Kennedy's Air Wing

In the "People, Planes, Places" section of your October 1980 issue, you mentioned that VAW-124 changed its squadron nickname from *Bullseyes* to *Bear Aces*. The item then went on to say that the *Bear Aces* are assigned to CVW-8 aboard *Kennedy*. CVW-1 is *Kennedy's* air wing and our VAW squadron is VAW-126, the *Seahawks*.

AQ2 Michael J. Wilkins
IM3 Div.
USS John F. Kennedy
FPO New York 09538

Reunions

USS Semmes (AG-24) (DD-189) reunion proposed. Contact: LCDr. John H. Geyer, USN(Ret.), 1056 Bobolink Drive, Virginia Beach, VA 23451.

The **USS St. Louis (CL-49)** Association will hold its first homecoming reunion and 43rd birthday observance of the commissioning of *Lucky Lou* in St. Louis, Mo., her namesake city, May 28-31, 1982. For further information, contact Al Seton, 220 Otis Ave., Staten Island, N.Y. 10306. Phone (212) 351-4556.

The **U.S. Naval Test Pilot School** will hold its 33rd annual reunion and symposium at NATC Patuxent River on May 2. Test Pilot School alumni are asked to send their current mailing addresses to Director, U.S. Naval Test Pilot School, Patuxent River, Md. 20670. For information, contact LCDr. T. MacDonald, (301) 863-4122, or Capt. J. Carson, (301) 863-4411.

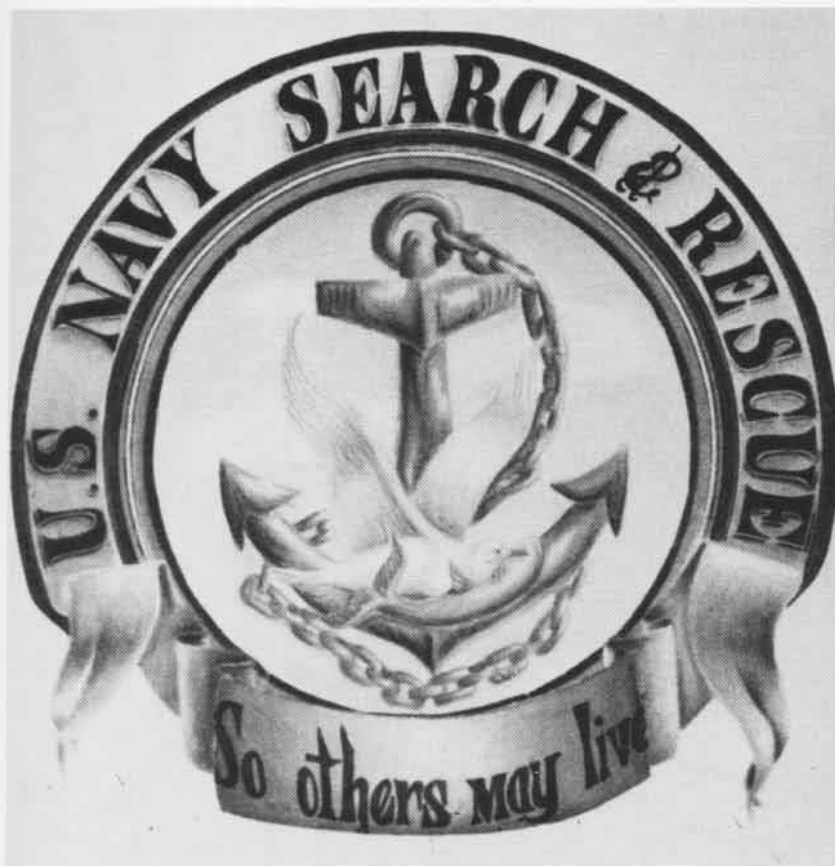
USS Philippine Sea (CV-47) Association will hold its second meeting June 18-20 in New Orleans. Write A. G. LeBaron, Box 668, Moulton, AL 35650.

U.S. Navy Flight Training AOC Class 21-56-4 will hold its reunion June 26-28 in Pensacola, Florida. Please contact Paul E. Prine, 8202 Castle Drive, Indianapolis, IN 46256, (317) 842-3538 or 267-1061.

USS Gambier Bay/VC-10 Association will hold the sixth reunion of its sailors, aviators, family and friends in Oklahoma City, Oklahoma, August 12-15, in the Lincoln Plaza Hotel. Contact Mary Showers, 335 Owasso Ave., Akron, OH 44313.

LST 399 - Addresses are being sought of all shipmates in order to hold a reunion during the summer of 1981. Contact Thad C. Rogers, P.O. Box 624, Cherryville, N.C. 28021, (704) 435-9789.

There will be a Naval Air Reserve Unit, Norfolk reunion on May 16 in Norfolk, Va. Contact Public Affairs Office, NARU, NAS Norfolk, Va. 23511. (804) 444-2414.



Navy SAR Emblem

Navy Rescue Swimmer Emblem





naval aviation news